

# THE JOURNAL OF THE INSTITUTION OF PRODUCTION ENGINEERS

VOL. XXVIII

No. 9

September, 1949

PUBLIC LIBRARY  
SEP 20 1949  
DETROIT



## Contents :

SCHOFIELD TRAVEL SCHOLARSHIPS

Visits by Graduates to U.S.A.

DEVELOPMENTS IN GEAR PRODUCTION

by H. PEARSON

PRESSURE WELDING LIGHT ALLOYS

by R. F. TYLECOTE

Published by THE INSTITUTION,  
6, PORTMAN SQUARE, LONDON, W.1  
All rights reserved.

Telephone :  
WELbeck 6813/7.  
PRICE 5/-

# **TRIEFUS**

## **INDUSTRIAL DIAMONDS**

---

For  
Wheel dressing  
Wire drawing  
Drilling, engraving &  
all mechanical purposes

*Diamond Boart  
& Diamond Powder  
(Graded and Purified)*

---

### **TRIEFUS & CO., LTD.**

32-34 HOLBORN VIADUCT · LONDON · E.C.1

Phone: CENTRAL 9923-4 • Grams: TRIEFUS LONDON

NEW YORK · PARIS · TORONTO  
SYDNEY · WELLINGTON  
GEORGETOWN, B.G. · ANTWERP · RIO DE JANEIRO

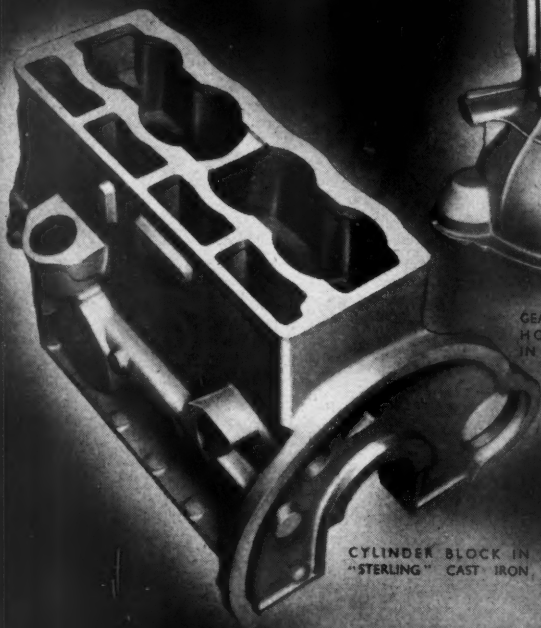




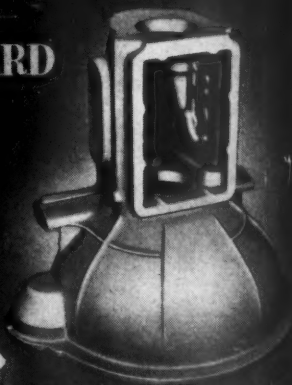


# *Sterling Castings*

for the new  
**STANDARD VANGUARD**



CYLINDER BLOCK IN  
"STERLING" CAST IRON



GEAR BOX AND CLUTCH  
HOUSING DIE CAST  
IN ALUMINIUM ALLOY

*Illustrations by courtesy of The Standard Motor Company Ltd.*

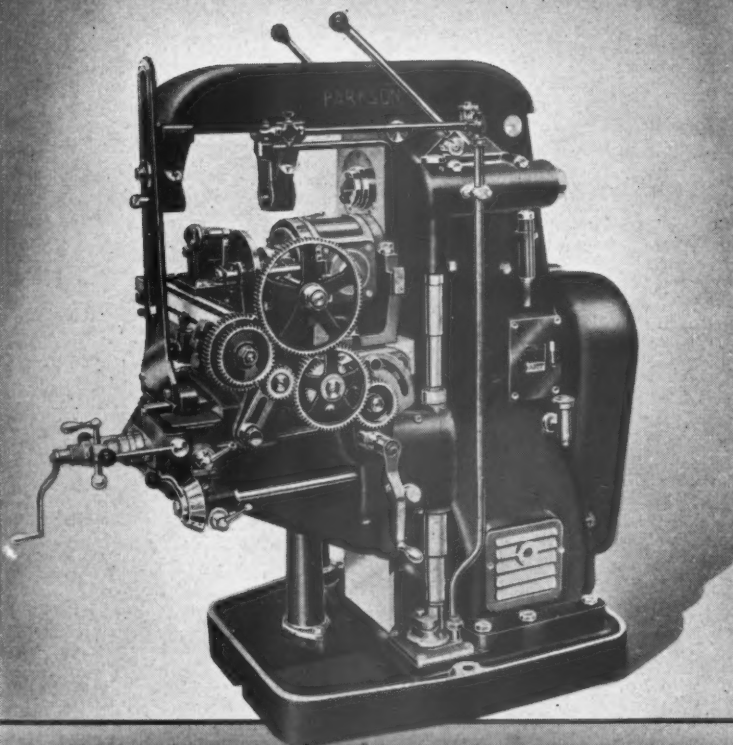
## **STERLING METALS LTD.**

COVENTRY • TELEPHONE: COVENTRY 89031 (6 LINES) • TELEGRAMS: STERMET PHONE COVENTRY




OUR ENGINEERS ARE READILY AVAILABLE FOR CONSULTATION ON NEW PRODUCTS

**PARKSON**  
*Shilley*



No. 1 NA UNIVERSAL MILLER

**J PARKINSON & SON (SHIPLEY) LTD**

SHIPLEY            YORKSHIRE  
TELEPHONE      53231



*For Maximum  
Production*

ONE OF OUR N°7  
CAPSTAN LATHES  
*at the Works of*  
SAMUEL HODGE & SONS LTD  
RAINHAM  
ESSEX

**Ward**

H.W. WARD & CO. LTD  
SELLY OAK · BIRMINGHAM · 29  
TELEPHONE  SELLY OAK 1131

Height of centre ... 8½ ins.  
Dia. of hole through  
spindle ... 2½ ins.  
Swing over bed covers ... 16½ ins.  
No. of spindle speeds  
(forward and reverse) 8  
Range of spindle speeds  
26 to 1000 r.p.m.  
Particulars of our full range  
of machines on request.

**BRIDGES**

**TEXTILE MACHINERY**

**TRUCK TRAVERSORS**

**PRINTING MACHINERY**

**PAPER MAKING MACHINERY**

**SHEET AND STRIP MILLS**

**CONSTANT H.P. or TORQUE**

**over a wide speed range**

The VSG variable speed transmission gear is highly esteemed by leading engineers. The various advantages solve many transmission problems in a wide range of trades and industries. The chief advantages are:—

1. High torque at low speeds.
2. Quick yet SMOOTH acceleration combined with perfect control in either direction.
3. Ability to "inch" and rotate at very low speeds.

Hand wheel, lever or screw controls can be fitted to suit individual requirements. Write for full particulars.

# 'VSG'

**HYDRAULIC  
INFINITELY VARIABLE  
SPEED TRANSMISSION**

*All Enquiries to*

**VICKERS-ARMSTRONGS LTD**

VICKERS HOUSE, BROADWAY, LONDON, S.W.1. Tel. ABBEY 7777



# KARDEX

**SIMPLIFIES  
YOUR  
RECORDS**

## Each Kardex Record is individually designed to meet your particular needs

KARDEX is the simplest, speediest, easiest way of keeping records and maintaining effective control. Visible titling gives you faster reference, the pocket system enables you to group related records, and the brightly-coloured signals automatically spotlight matters requiring attention. Each Kardex scheme is individually designed by specialists who have at their command Remington Rand's long experience of the record problems of almost every trade and profession.

★ Write for new Illustrated Folder

# Remington Rand



**THE KARDEX POCKET** is the perfected result of over 30 years of experience, and the recognised standard of efficiency and durability wherever visible records are used. In it you may group several related records under one title, so that decisions are based on *all* the relevant facts. On its visible margin signals summarize the salient points of each record.

REMINGTON RAND LTD. (Dept. 31), 1 NEW OXFORD ST., LONDON, W.C.1. Tel: CHAncery 8888

# **F-B**

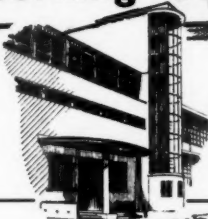
**ATH BROWN**  
**TOOLS LTD. SHEFFIELD**

## **MAKE THIS RANGE**

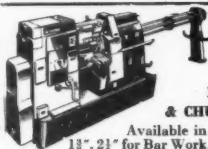
Twist Drills of all types. Combination Centre Drills. Reamers. Milling Cutters. End Mills, etc. "Zeelock" Serrated Blade Milling Cutters. Involute Gear Cutters. Type 3 Inserted Blade Cutters tipped with "Mitia" Carbide. "Mitia" Carbide Lathe Tools. "Mitia" Carbide Circular Saws for plastics, densified woods, etc. Wear Resisting Parts faced with "Mitia" Carbide. Butt Welded High Speed Steel Lathe Tools. High Speed Steel Toolholder Bits. Ground Thread Taps. Ground Thread Chaser Dies—(Radial and Tangential). All types of Screw Thread Tools. High Speed Steel Metal Slitting Saws and Screw Slotting Cutters. "Insto" Segmental type Circular Metal-cutting Saws. Machine Knives for wood. High Speed Steel Cutter Block Knives. Shear Blades. Rivet Snaps and Punches. Cold Chisels. Engineers' Files and Saw Files. "Millenicut" and "Dreadnought" Milled Tooth Files. "Speedicut" H.S.S. and "Die-Hard" Tungsten Alloy Steel. Hacksaw Blades. Circular and Band Saws for wood. Running ("Live") Centres. "Hardometer" Hardness Testing Machine. Twist Drill Point Sharpening Machine. "Crypto-Atlas" Bandsawing Machine and Bands. "Mitia" Carbide Saw Sharpening Machine.



# WICKMAN for all metal working equipment



Wickman Machine Tools, built in the best tradition of British workmanship, are setting new standards of production everywhere — producing more with greater accuracy, in less time and at less cost. The solution to your production problem may be among the Wickman range.

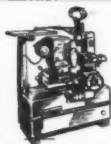
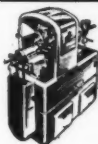


## WICKMAN MULTI-SPINDLE BAR & CHUCKING AUTOMATICS

Available in the following sizes:  $\frac{1}{2}$ ", 1 $\frac{1}{2}$ ", 2 $\frac{1}{4}$ " for Bar Work. 5" and 6" for Chucking.

## WICKMAN SLIDING HEAD PRECISION AUTOMATICS

4mm. and 7/16" capacities.

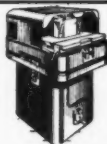


## WICKMAN OPTICAL PROFILE GRINDER

Grinds form tools, punches and die segments direct from drawing. Tolerances of .0005in. usual.

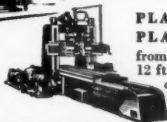
## WICKMAN GRINDING & LAPPING MACHINES (Model 14C)

With two 14" grit wheels or diamond wheels to choice.



## WICKMAN-AGATHON 6 in. PRECISION GRINDING & LAPPING MACHINES (Model 6A)

2 double-sided wheels. Micro-meter controlled feed.

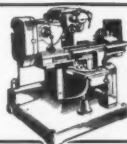


## PLANER'S ELECTRIC PLANING MACHINES

from 6 ft. x 30 in. x 30 in. to 12 ft. x 54 in. x 54 in. bed dimensions.

## CHATWOOD AUTOMATIC HOB GRINDERS

Dual spindles permitting use of pencil wheel available to order. Capacity: with disc wheel 10"; with pencil wheel 6".

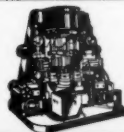
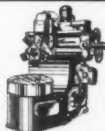


## NEVEN BENCH TOOL- GRINDING MACHINES (Model G.F.3)

For tool-grinding and surface grinding. Quickly adapted for grinding end-milling cutters, reamers, etc.

## WEBSTER & BENNETT 36 in. VERTICAL BORING & TURNING MILLS

Attachments for screw-cutting, taper-turning and profile copying. Also available in 48" and 60" sizes.



## RYDER No. 10 'VERTICAL AUTO,' CHUCKING AUTOMATICS

6 and 8 spindle models. Chuck sizes: 6 spindle, 15in. diameter; 8 spindle, 12in. diameter.

# Wickman

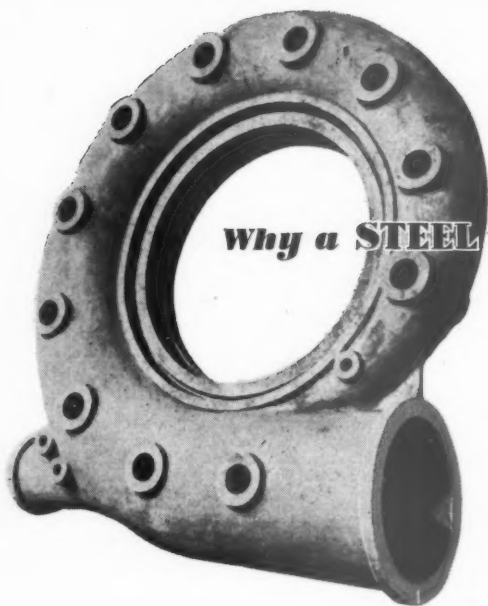
for

The Wickman Technical Publications' Department will send you full details of these and other Wickman machines, on request.

A · C · WICKMAN LTD · COVENTRY · ENGLAND  
LONDON · BRISTOL · BIRMINGHAM · MANCHESTER  
LEEDS · GLASGOW · NEWCASTLE · BELFAST

# Production





## Why a **STEEL** CASTING ?...

this question is asked, and with this exception answered, in each of this series of advertisements which demonstrate for the interest of engineers and designers the range, and the variety of components large and small, which are produced in the steel foundries to-day. It is felt, however, that to explain to an engineer or a designer why this particular *Spiral Casing* for the new *Loch Sloy Hydro-electric Power Plant* is a steel casting would be to state that which is obvious. The engineer and the designer will be chiefly interested in the fact that it was produced at all in this form, for it is the first time that a large *Spiral Casing* has been produced in this country as a single unit. The casing was originally designed for production in two parts,

but there were important advantages to be gained by producing it as a single casting; it was therefore re-designed after consultation with the steelfounder, and duly cast in one piece.

Through these *Spiral Casings*, water is supplied to a reaction-type water turbine, the output of which is 45,500 h.p. and the head of water is 912 feet. Each steel casting must conform exactly to the requirements of the designers, the *English Electric Company Limited*, and before delivery each casting is pressure tested to 740 lbs. p.s.i.

The weight of each finished casting is 40 tons and the overall extreme diameter is 20 feet 9½ inches; in the small illustration the *Spiral Casing* is shown in relation to the size of a man of average height.



## *You can make wider use of steel castings...*

The Secretaries, British Steel Founders' Association, 201 Glossop Road, Sheffield.





# Unique



"Newallastic" bolts and studs have qualities which are absolutely unique. They have been tested by every known device, and have been proved to be stronger and more resistant to fatigue than bolts or studs made by the usual method.

## G. P. Newall & Co., Ltd.

POSSILPARK GLASGOW · N

---

# HARRIS

STANDARD

## GROUND THREAD TAPS

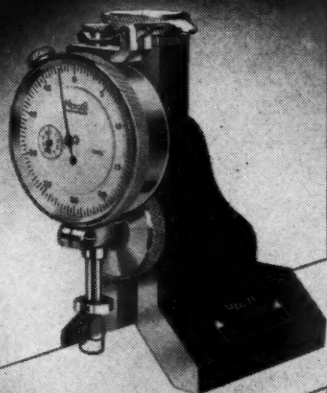
*- the Taps you will  
eventually use*



JOHN HARRIS TOOLS LTD. • WARWICK • phone 741 (4 lines)

# THE MERCER BORING BAR GAUGE

FOR SPEEDY SETTING OF BORING TOOLS



The Gauge is designed for the rapid setting of cutting tools in boring bars, it also has many other tool setting and related applications.

The instrument has a capacity of 0-3½" and can be fitted with dial indicators graduated in "0005" or "0001" according to requirements. The dial indicator has a travel of ½" allowing the instrument to be used over a wide range without the necessity of resetting, furthermore provision is made for traversing the indicator over the full capacity of 3½" by means of a central lead screw and nut. A lifting lever is fitted as standard to the instrument which is supplied in a polished wood case.

*Write for details of this and other new models to:—*

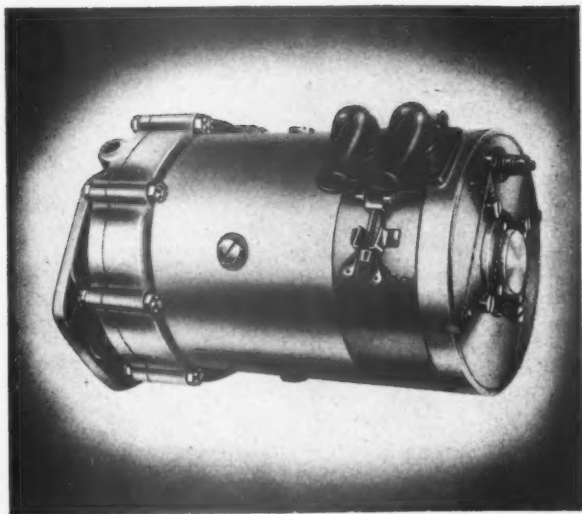
**THOMAS MERCER LIMITED**

GAUGE DIVISION, EYWOOD RD., ST. ALBANS

Telephone: St. Albans 5313/4/5

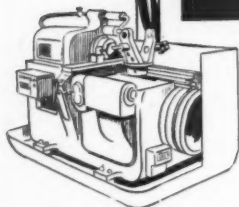


## Achievements in British Engineering



*Reproduced by courtesy Rotax Ltd., London.*

Rotax Type C3804 Starter used on the Goblin Engine fitted in De Havilland "Vampire" Aircraft.



**FRAPOL NEAT CUTTING OIL**  
is used in the production of this  
notable example of British Engineering

**Quality Products**  
Metal Cutting Oils  
Drawing Compounds  
Rust Preventatives  
Lubricating & Processing  
Oils for all Industries  
Heat Treatment Oils &  
Salts · Solid Carburizers  
Industrial Cleaners  
Mechanical Leathers

**EDGAR VAUGHAN  
& CO., LTD.  
BIRMINGHAM, 4  
ENGLAND**

*Research*



# INDEX



*The  
owned*

**AUTOMATIC SCREW MACHINE**

MADE IN ENGLAND BY

*Index Automatic Machine Co. Ltd.*

REDDITCH, WORCESTERSHIRE.

AGENTS THROUGHOUT THE WORLD

Among several innovations to the design which increase even more its productive capacity and versatility, is a 4-Speed Gearbox enabling a speed ten times in excess of that used for threading, to be applied for turning, drilling, etc. The capacity of the machines now in production can be increased by the use of an Index Outside Feeding Attachment. Detailed literature will be gladly supplied.



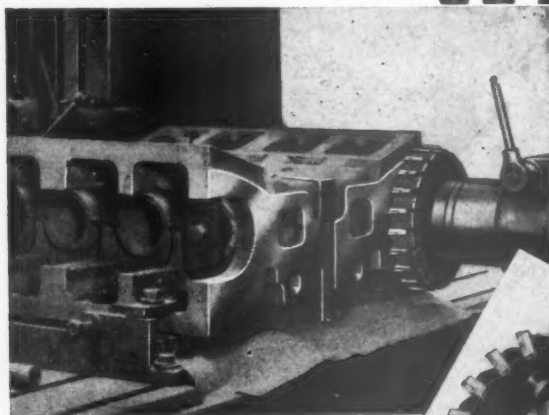
SOLE AGENTS IN GREAT BRITAIN:

**BURTON, GRIFFITHS & CO. LTD.,**  
MARSTON GREEN, BIRMINGHAM.

BRANCHES: BRISTOL CARDIFF GLASGOW LEEDS LONDON MANCHESTER NOTTINGHAM BELFAST



# SERRATED BLADE CUTTERS



AT  
**DAVEY, PAXMAN  
& CO., LTD.**  
**COLCHESTER**

*Milling end faces on  
Diesel cylinder blocks*

If your work calls for heavy duty, high production milling, consult us about GALTONA O-K standard or negative rake cutters. Full range of types available with blades of high speed steel, solid Stellite or tipped with cemented carbide.



## *Richard Lloyd Limited*

**STEELHOUSE WORKS · OLIVER STREET · BIRMINGHAM 7**

*Telephone: Aston Cross 300 (12 lines) Telegrams: "Cogs, Birmingham"*

North of England representative: A. V. Green, 50/51 Britannia House, Wellington St., Leeds

AGENTS. London: J. O. Maddock, 13 Bayham Road, W.4;

Scotland: Messrs. Stuart & Houston, 5 York St., Glasgow, C.2

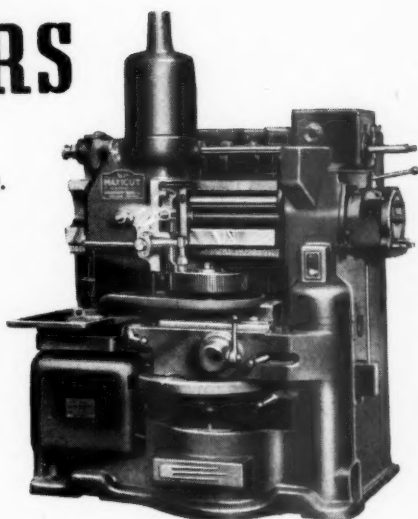
**MEMBERS OF THE GAUGE AND TOOL MAKERS' ASSOCIATION**

# Specify

## **MAXICUT**

### **GEAR SHAPERS**

Capacities up to 18 in. p.c.d.



**DRUMMOND BROS., LTD.**  
**GUILDFORD ENGLAND**

Sales and Service for the British Isles

**DRUMMOND-ASQUITH (SALES), LTD.**

King Edward House - New Street - BIRMINGHAM

Phone: Midland 3431-2-3. Grams: Maxishape B'ham

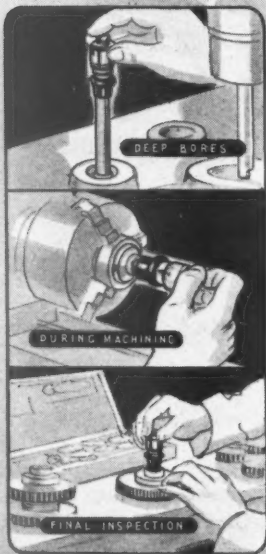
— also at LONDON and GLASGOW —

**MATRIX**  
COVENTRY GAUGE &  
TOOL COMPANY LTD.

THE  
*Matrix*  
*Micro-Maag*  
INTERNAL MICROMETER

Checking the dimensional accuracy of bores by means of the 'Matrix' Micro-Maag Internal Micrometer is an important step towards improved quality control. The fact that this instrument will measure bores directly to 0.0001" assures the maintained accuracy of a product during mass-production, as inaccuracies due to the gradual wear of cutting or boring tools can be detected before an accumulation of faulty work is produced.

**Coventry Gauge**  
& TOOL CO. LTD. COVENTRY  
GT. BRITAIN





# The Council of the Institution

1949-50

## President

DR. H. SCHOFIELD, C.B.E.

## President-Elect

MAJOR-GENERAL K. C. APPELYARD, C.B.E., T.D., D.L., J.P.

## Chairman of Council

J. E. HILL

## Vice-Chairman

Walter C. Puckey

## Past Presidents

Sir George E. Bailey, C.B.E.

The Rt. Hon. Lord Sempill, A.F.C.

The Rt. Hon. Viscount Nuffield, G.B.E.

J. D. Scaife

## Vice-Presidents

T. Fraser, C.B.E.

J. H. Bingham

E. W. Hancock, M.B.E.

J. A. Hannay

## Section Presidents

H. Burke ..... *Birmingham*

T. R. Gupta..... *Calcutta*

A. F. Pool..... *Cornwall*

B. C. Harrison ..... *Coventry*

J. Lomax ..... *Dundee*

H. H. Dawson ..... *E. Counties*

J. L. Bennet..... *Edinburgh*

H. Gardner..... *Glasgow*

H. Nutton..... *Halifax*

J. Wombwell, M.B.E. .... *Leicester*

B. A. Williams, O.B.E. .... *Liverpool*

W. Core..... *London*

R. L. Paice ..... *Luton*

L. Walker ..... *Manchester*

R. Cairns..... *N. Eastern*

J. H. Bingham..... *N. Ireland*

T. A. Westall..... *Nottingham*

L. R. Evans..... *Preston*

C. A. Clarke ..... *Sheffield*

W. J. Vaughan..... *Southern*

R. S. Brown..... *S. Wales & Mon.*

A. J. Aiers..... *Western*

J. Horn ..... *Wolverhampton*

J. Horn ..... *Yorkshire*

## Additional Section Representatives

F. Bernard White..... *Birmingham*

F. C. White..... *Birmingham*

H. Eckersley ..... *Coventry*

J. Blakiston ..... *Halifax*

H. W. Bowen, O.B.E. .... *London*

F. P. Laurens, O.B.E. .... *London*

R. K. Allan ..... *Luton*

F. W. Cranmer..... *Manchester*

M. Seaman..... *Manchester*

J. F. Gibbons..... *N. Eastern*

A. S. Johnstone..... *Nottingham*

H. Kirkman ..... *Preston*

G. R. Pryor..... *Sheffield*

J. E. Attwood..... *Western*

H. Tomlinson ..... *Wolverhampton*

W. J. Marshall..... *Wolverhampton*

T. E. Phythian, M.B.E. *Yorkshire*

## Chairmen of Standing Committees

J. E. Baty

E. P. Edwards

F. H. Perkins

A. L. Stuchbery

## Elected Members

F. Bloor, E. D. Broome, R. M. Buckle, B. H. Dyson, R. C. Fenton,

H. G. Gregory, E. J. H. Jones, M.B.E., R. Kirchner, Prof. T. U. Matthew,

H. J. Swift, O.B.E. M. H. Taylor, S. Wright

## Australian Sub-Council

### President

E. C. PARKINSON

### Chairman

E. L. OLSEN

### Vice-Chairman

E. B. Richardson

### Elected Members

H. le Cheminant

J. Finlay

S. D. McPhee

J. M. Steer

W. G. Davis

F. Glover

C. Pullen

J. E. Strick

## South African Sub-Council

### President

A. B. ANDERSON

### Vice-President

A. C. WOTHERSPOON

### Past Presidents

L. H. L. Badham

D. Lion-Cachet

J. Henry

### Elected Members

R. H. Arbuckle

P. F. Evans-Watt

W. Gillespie

D. A. Petrie

W. Caldwell

E. G. Fox

G. Godfrey

J. Renwick

H. H. Waters

## Director and General Secretary of the Institution

Major C. B. Thorne, M.C.

Education Officer : T. B. Worth

### *Section Honorary Secretaries*

<b>Birmingham</b> . . .	A. J. Mansell, 204, Alcester Road South, Birmingham, 14.
<b>Bombay</b> . . . . .	E. H. Y. Burden, c/o Machine Tools (India) Ltd., Imperial Chambers, Wilson Road, Ballard Estate, Bombay.
<b>Calcutta</b> . . . . .	J. Warren-Boulton, Machine Tools (India) Ltd., Stephen House, Dalhousie Square, Calcutta.
<b>Cornwall</b> . . . . .	F. W. Spencer, "Pembroke," Phillack, Hayle, Cornwall.
<b>Coventry</b> . . . . .	A. Hill, 382, Ansty Road, Coventry.
<b>Derby Sub-Section</b>	A. Short, 9, Laburnum Grove, Kingsway, Derby.
<b>Dundee</b> . . . . .	A. H. Webster, 8, Kinnordy Terrace, Craigiebank, Dundee, Angus.
<b>Eastern Counties</b>	L. A. Childs, Crane Ltd., Nacton Road, Ipswich.
<b>Edinburgh</b> . . . .	P. H. Lee, 39, Corstorphine Bank Drive, Edinburgh, 12.
<b>Glasgow</b> . . . . .	W. P. Kirkwood, "Morar," Sandfield Avenue, Milngavie, Dumbartonshire.
<b>Halifax</b> . . . . .	Miss N. E. Bottom (acting), Hopkinsons, Ltd., Huddersfield.
<b>Leicester and District</b>	C. F. Gazard, 27, Stretton Road, Leicester.
<b>Lincoln Sub-Section</b>	E. E. Ingleton, "Glenroy," Lincoln Road, North Hykeham, Lincoln.
<b>Liverpool</b> . . . . .	O. Blenkinsop, 119, North Barcombe Road, Childwall, Liverpool, 16.
<b>London</b> . . . . .	H. W. Townsend, Philips Electrical Ltd., New Road, Mitcham Junction, Surrey.
<b>Luton and Bedford</b>	R. M. Buckle, 238, Cutenhoe Road, Luton, Beds.
<b>Manchester</b> . . . .	
<b>Melbourne (Victoria, Australia)</b> . . . .	C. Pullen, The Institution of Production Engineers, 3rd Floor, 18, Queen Street, Melbourne, C.1.
<b>New Zealand</b> . . . .	S. Mc L. Wallace, 21, Burwood Crescent, Remuera, Auckland.
<b>North Eastern</b> . . .	H. B. Topham, C. A. Parsons & Co., Ltd., Heaton Works, Newcastle, 6.
<b>Northern Ireland</b> .	W. G. Wyman, "Linden Lea," Cultra, Co. Down.
<b>Nottingham</b> . . . .	C. N. T. Manfull, Chellaston House, Thurgarton Street, Nottingham.
<b>Preston</b> . . . . .	F. M. Kemp, Clayton, Goodfellow & Co., Ltd., Atlas Iron Works, Blackburn, Lancs.
<b>Sheffield</b> . . . . .	E. Levesley, 259, School Road, Sheffield, 10.
<b>Shrewsbury Sub-Section</b> . . . . .	R. O. L. Cadman, 5, Perseverance Terrace, East Road, Ketley Bank, Oakengates, Salop.
<b>South Africa</b> . . . .	The Secretaries, Institution of Production Engineers, Barclays Bank Buildings, Corner Commissioner and Harrison Streets, Johannesburg.
<b>Southern</b> . . . . .	S. Coates, 51, Westbury Road, Regent's Park, Shirley, Southampton.
<b>South Wales and Monmouthshire</b>	
<b>Sydney (New South Wales)</b> . . . . .	S. T. O. Davies, 4, St. Cadoc Road, Heath, Cardiff.
<b>Western</b> . . . . .	J. M. Steer, 260/262, Kent Street, Sydney.
<b>West Wales</b> . . . . .	A. Eustace, 19, Ferndale Road, Northville, Bristol, 7.
<b>Sub-Section</b> . . . .	H. P. Sanderson, I.C.I. Ltd., (Metals Division) Waunarlwydd, near Swansea.
<b>Wolverhampton</b> . . .	W. J. Marshall, Moston Park, Lee Brockhurst, Salop.
<b>Yorkshire</b> . . . . .	J. L. Townend, 26, Moor Allerton Drive, Street Lane, Leeds, 7.

### *Graduate Section Honorary Secretaries*

<b>Birmingham</b> . . . .	J. Thompson, 68, Glenpark Road, Washwood Heath, Birmingham, 8.
<b>Coventry</b> . . . . .	S. Hey, 112, Moseley Avenue, Coventry.
<b>Halifax</b> . . . . .	T. Marsden, 6, Kell Lane, Stump Cross, Halifax.
<b>London</b> . . . . .	R. T. Mustard, 47, King's Road, Woodham, Weybridge, Surrey.
<b>Luton</b> . . . . .	C. S. Brewer, 144, Hart Lane, Luton.
<b>Manchester</b> . . . . .	W.R. Matley, 58, Heyscroft Rd., Withington, Manchester, 20.
<b>North Eastern</b> . . .	G. D. Robson, 86, Dryden Road, Low Fell, Gateshead.
<b>Wolverhampton</b> . . .	R. W. Tomkys, 30, Church Road, Bradmore, Wolverhampton, Staffs.
<b>Yorkshire</b> . . . . .	S. Metcalfe, "Marstan," 20, Heath Mount, Leeds, 11.

**F. P. LAURENS, O.B.E., M.I.P.E., M.I.Mech.E.**

Institution Personalities — 13.



F. P. LAURENS, O.B.E., M.I.P.E., M.I.Mech.E.

## **F. P. LAURENS, O.B.E., M.I.P.E., M.I.Mech.E.**

An outstanding figure in industry and one of the most prominent members of the Institution, Mr. F. P. Laurens is being appointed to the Board of Directors of Vickers-Armstrongs Limited. He will shortly be taking up his duties as Director-in-charge of Engineering with that Company at Barrow-in-Furness.

Mr. Laurens is a product of Vickers and served his apprenticeship, completed in 1923, at the Erith Works. His technical education was received at the Woolwich Polytechnic. He joined the staff of Vickers-Armstrongs in 1925 as a Ratefixer and subsequently passed through the various production engineering sections.

In 1931, following the closure of the Erith Works, he was transferred to Vickers-Armstrongs Limited, at Crayford, where he became Chief Ratefixer. After various important promotions, in 1938 he was made Works Manager, and while holding this position considerable expansion which was necessitated by war-time needs took place, the increased personnel finally reaching a total of 10,000.

In 1942, Mr. Laurens was transferred to the Vickers-Armstrongs war-time Manchester Works as Works Superintendent, and in 1943 he was loaned to the Admiralty as Manager of the Royal Naval Torpedo Factories and Range in Scotland, to carry out vital re-organisation and expansion of output to meet the heavy demand for torpedoes by the Royal Navy and Royal Air Force. On completion of this work he returned to the Vickers-Armstrongs organisation as Works Superintendent at Crayford.

Mr. Laurens was awarded the O.B.E. by His Majesty the King in the Birthday Honours in 1944, and later in that year was made a Special Director of Vickers-Armstrongs Limited. In addition to his duties at Crayford Works, he was also a Director of G. J. Worssam & Sons Limited, Brewery Engineers, a subsidiary company of Vickers.

In June, 1948, Mr. Laurens was asked to take over the duties of Acting General Manager of Powers-Samas Accounting Machines Limited, in which company Vickers-Armstrongs hold a strong shareholding interest, and in the following September, was appointed to the Board and became General Manager, Engineering. He leaves this position to take up his new duties at Barrow-in-Furness.

From the time he became a member of the Institution of Production Engineers, Mr. Laurens has taken a live and enthusiastic interest in the work of the Institution, and his active co-operation and assistance have been of the greatest value. For the past two years he has been President of the London Section, and has been a

F. P. LAURENS, O.B.E., M.I.P.E., M.I.MECH.E.

member of the Technical and Publications Committee for some considerable time. He also represented the Institution on the Joint Committee with the Institution of Mechanical Engineers on the Unification of Screw Threads. He is a firm believer in properly organised apprentice training, both in the Works and in Technical Colleges, and is of the opinion that sports clubs and other Works' social activities should be strongly encouraged.

## INSTITUTION NOTES

September, 1949

**ANGLO-AMERICAN COUNCIL ON PRODUCTIVITY - SPECIALIST TEAM ON MECHANICAL HANDLING** The Institution is represented, together with the Institution of Mechanical Engineers, the Institution of Electrical Engineers, the Engineering and Allied Employers National Federation, the T.U.C. and the principal Trade Organisations concerned with mechanical handling, on the first Specialist Team to visit the United States under the auspices of the Anglo-American Council on Productivity. Previous teams have been sent to investigate particular industries—for example, steel foundries—and have been composed exclusively of representatives of the industry concerned. The present team will investigate and report on the utilisation of Mechanical Handling appliances, with a view to assisting manufacturing industries throughout this country to improve their methods of production.

It is intended that the knowledge gained from this visit shall be made available to all manufacturing industries in the U.K., and the Institution looks forward to considerable national advantage accruing as a result of the investigations to be made by the team.

The Institution will be represented by Mr. W. J. Dimmock, A.M.I.P.E., Assistant Works Manager of Hoover Ltd., Perivale, and Mr. W. M. Hiorns, A.M.I.P.E., Chief Materials Handling Engineer, Humber Ltd., Coventry, both members of wide experience in this subject.

### **SCHOFIELD TRAVEL SCHOLARSHIPS**

The establishment of Schofield Travel Scholarships for Graduates, for which Council now invites applications, is an outstanding development in the history of the Institution.

These scholarships, to be awarded for the first time in 1950, will entitle successful graduates to six months' study visits to the United States of America, the entire time being spent in industry. The Institution will make all administrative arrangements, and will pay all travel and subsistence expenses in connection with the visits.

The scheme was originally conceived by Mr. E. W. Hancock, M.B.E., M.I.P.E., and it is largely due to his untiring efforts that this major award can be announced. The title of the scholarships pays tribute to the long and valued service of the President, Dr. Herbert Schofield, C.B.E., M.I.P.E., and the scheme provides successful graduates with an opportunity of making an outstanding contribution to their profession and to progress in their time.

*Objects of the Scheme*

- (a) To provide facilities whereby young production engineers are given an opportunity of broadening their outlook and of improving their knowledge of production functions, both technical and managerial.
- (b) To improve productivity in this country by the implementation and dissemination of such knowledge.
- (c) To stimulate interest in production by offering these facilities to youth.
- (d) To help to foster a better understanding of the modes of life, social conditions and in particular of the production methods employed in the industries of the United States of America or such other countries as may from time to time appear desirable.

*Conditions of the 1950 Scholarships*

- (1) Two scholarships will be offered, covering a six month period from February to July inclusive in the United States of America. The Council reserve the right to make no award if the entries are not considered to be of sufficiently high standard.
- (2) Graduates entering for the scholarships must have attained their 23rd birthday, but not have passed their 29th birthday, on the 1st January, 1950.
- (3) Application forms may be obtained from the Head Office, and should be completed and returned by candidates not later than 15th October, 1949. Successful candidates will be required to devote the whole of their time in the U.S.A. to the project which they have selected. On their return they will be required to read a paper to their own Sections and to report on the project which they have studied, in any way which may be considered desirable.

*Selection Procedure*

Preliminary selection will be carried out by Section Committees, who will take into consideration reports from employers and educational establishments.

Candidates who satisfy the preliminary selection committees will proceed to the next stage, which involves the preparation of a paper on :—

- (a) The project which they wish to carry out in the United States.



- (b) The detailed background of their own knowledge and experience in the subject which they consider will enable them to make a profitable investigation of it. (Selected projects must have a direct bearing on production and in particular on that aspect of it with which the candidate is concerned at the time of entering for the award.)

After assessment of these papers certain candidates will proceed to the final stage, and will be required to attend a group interview.

It is important to note that at all stages of the above procedure the personal qualities of candidates will be given equal consideration with their academic and industrial attainments.

**FORMATION OF NEW LOCAL SECTIONS** The Institution is pleased to record that Council have approved the formation of three new local Sections in Auckland (New Zealand), Bombay and Dundee.

In view of the fact that new industries have been established in the Dundee area there is every prospect of a flourishing Section being developed. The Inaugural Meeting will be held on October 4th next.

The formation of the Bombay Section—the second branch of the Institution in India—was enthusiastically received at its Inaugural Meeting on May 30th, 1949. The rapid growth of industry in this part of India has given the Institution this opportunity of extending its facilities to a wider field.

The inauguration of a Section in Auckland is of particular interest, as this is the first branch of the Institution to be formed in the Dominion of New Zealand, and some interesting reports are anticipated in the near future.

The best wishes of the Institution for a very successful future are extended to these three new Sections.

**POST-GRADUATE COURSE AT BIRMINGHAM UNIVERSITY** In October this year a new post-graduate course in the principles of engineering production and industrial management is starting at the University of Birmingham, under Professor T. U. Matthew, Ph.D., M.Sc., Wh.Sch., M.I.P.E. (Member of Council), Head of the Department of Engineering Production.

The course will provide advanced training and education for production engineers intending to occupy executive positions in charge of production in industry, and is open to University graduates with degrees in engineering and science subjects, and suitable industrial experience.

Production engineers who have reached a comparable level of technological knowledge and industrial experience and who hold technical college Associateships or Higher National Certificates,

and have passed the corporate membership examinations of the senior professional institutions, or have suitable equivalent qualifications, are also eligible to apply for admission.

It is anticipated that in most cases industrial firms will sponsor candidates selected from their engineering and production staffs, not only for their technical attainments but also as showing satisfactory leadership ability. To assist independent candidates to take this advanced course, however, a number of scholarships have been made available through the generosity of Sir Peter Bennett, M.P., Chairman of the Lucas Company which provided the endowment of £112,000 leading to the establishment of the Lucas Chair in the Principles of Engineering Production, and of the Department, in the University.

The course includes lectures and practical work on the economic analysis of industrial projects; work rationalisation (methods, motion and time study); job analysis and evaluation and incentive applications; the use of statistical methods and industrial measurement; factory planning and plant layout to ensure a safe, healthy and congenial working environment; standard costs and the development of financial controls; industrial relations and the application of psychology in industry.

During the nine months' course of studies, each graduate will spend about one-third of his time on a specific technological or management project, arranged as far as possible to be of direct interest to his sponsoring firm as well as to the Department. At the conclusion of the course this work will be prepared in the form of a report to management of thesis standard. By this means, each graduate will be enabled to maintain close working contact with his sponsoring firm throughout his period at the University.

Further details of the course are obtainable from the Registrar, The University, Edgbaston, Birmingham, to whom applications for admission should also be sent. The inclusive fee for nine months is £70.

**DIPLOMA COURSE IN PRODUCTION ENGINEERING** The Kingston Technical College is offering in September, 1949, a newly developed four-year full-time Diploma Course designed to provide the necessary education and training for students who intend taking the Associate Membership Examination of the Institution of Production Engineers.

The course is of the sandwich type with provision in the first and third years for practical experience in industry. Students must be over 16 years of age and may be admitted to the first year of the course subject to certain qualifications. All enquiries concerning the course should be addressed to the College, where enrolment will take place on 15th and 16th September.

## SUCCESSFUL CANDIDATES IN 1949 GRADUATESHIP EXAMINATION

J. J. Adams, Stud.I.P.E.  
N. Allen.  
G. B. Anderson, Stud.I.P.E.  
C. M. Andrews.  
J. C. Ashworth.  
J. Austin.  
L. Bainbridge.  
J. Barr.  
W. M. R. Bell.  
A. K. Bhattacharya.  
R. M. Biden.  
F. D. H. Bollen.  
E. Brown.  
R. F. Brown.  
R. W. Brown.  
W. R. Burrows.  
J. H. Chant.  
C. C. Chorley.  
E. D. Cock.  
J. D. Collins, Stud.I.P.E.  
C. J. Corkerton.  
N. E. Cornish.  
W. J. Costin.  
J. V. Cox, Stud.I.P.E.  
C. Cussans.  
R. S. Cracknell.  
V. G. F. Defago, Stud.I.P.E.  
F. J. Dobson, Stud.I.P.E.  
A. J. Dunkley.  
L. F. Edmonds.  
T. Edwards.  
D. J. Elbourn.  
G. G. Emmerson.  
R. C. Farr.  
G. A. Felton, Stud.I.P.E.  
P. C. Felton.  
A. E. L. Fenn.  
F. W. Firkins.  
H. F. Gadd, Stud.I.P.E.  
J. M. Gardner.  
A. Gilmore.  
C. Gledstone.  
J. F. Gray.  
E. J. Grossmith.  
G. P. Gummer.  
M. G. Guthrie.  
D. J. Harris.  
H. E. Hefford.  
W. A. Hendrie, Stud.I.P.E.  
P. Henton.  
K. E. Herrington, Stud.I.P.E.  
A. D. Higgs, Stud.I.P.E.  
C. Hill.  
W. T. Hines.

R. A. Hinkley.  
D. R. C. Holmes.  
W. D. C. Huskisson.  
E. H. Jacobs.  
E. R. Jennings.  
D. F. R. Jepp.  
G. N. Johnson.  
R. W. Kashyap.  
P. S. Kennedy.  
A. Kirk.  
R. E. Kurzen.  
H. R. Langrishe.  
J. C. Larsen.  
A. Lawlor, Stud.I.P.E.  
G. J. I. Leslie.  
C. C. Letton.  
R. E. Lister.  
J. H. Littler.  
H. J. Mahady.  
F. Marvel, Stud.I.P.E.  
T. McDermott Fox.  
G. McGowan.  
D. J. R. Merritt.  
D. Millar, Stud.I.P.E.  
H. Moore.  
T. B. Murphy.  
C. J. Newman.  
H. Nyman.  
J. B. O'Connor, Stud.I.P.E.  
M. R. Ogle.  
H. G. Payne, Stud.I.P.E.  
J. E. Pemberton.  
R. A. Powell.  
J. K. Priest.  
L. T. Rees.  
W. L. Richardson.  
R. Rimmer, Stud.I.P.E.  
P. F. Rix.  
D. H. Ryder.  
P. Seassau.  
G. Shaw, Stud.I.P.E.  
R. U. Shaw.  
H. Shepherd.  
F. W. Smith.  
G. Sowden.  
P. J. Spooner.  
A. F. Sugden.  
S. W. Swingle, Stud.I.P.E.  
G. Sri Rama Murty.  
J. E. Taylor.  
L. Taylor, Stud.I.P.E.  
P. A. Taylor, Stud.I.P.E.  
R. L. Timings.  
I. A. Thomas.

K. T. Turner.  
R. Wade.  
N. W. Walker.  
F. W. Walton.  
K. F. Watson.  
R. Weir.

D. F. Wertham.  
E. Willcox.  
N. Williams.  
G. Wittenberg.  
R. G. Worrall, Stud.I.P.E.  
J. Wylde, Stud.I.P.E.

## LORD AUSTIN PRIZE.

### History of the Award

In December, 1931, the late Lord Austin, during his term of office as President, presented the sum of £100 to the Institution to provide an annual essay prize for graduates.

This prize now takes the form of a certificate, and books or instruments selected by the writer of the winning essay.

The following Graduates have been awarded the prize:—

1932	L. R. Smith	1940	G. Withington
1933	P. C. Redwood	1941-43	No awards made
1934	L. K. Hughes	1944	A. B. Dear and W. Johnson
1935	J. Silver	1945	I. McLeod
1936	R. A. P. Misra	1946	R. W. Deutsher
1937	R. A. Cox	1947	A. Short
1938	B. M. Mason	1948	A. V. Knight

### Conditions of the 1949 Prize

- (a) Graduates under the age of 28 years may compete for the prize, *providing* they have not previously entered for it.
- (b) Essays may be written on any subject within the field of production engineering. Titles of essays must be submitted to the Head Office of the Institution for approval by not later than September 30th, 1949.
- (c) Completed essays must be sent in to the Head Office by not later than November 30th, 1949.

*Note:*—The attention of Graduates is drawn to the article on 'The Planning of Technical Papers and Reports', by the Institution's Education Officer, which appeared in the August 1948 issue of the Journal. Any Graduate who wishes to obtain a further copy of this article should apply to the Head Office.

### WHITWORTH SCHOLARSHIPS

Details of the Whitworth Scholarships in engineering to be offered for competition in 1950, are announced by the Ministry of Education.

Two Senior Scholarships and five Scholarships will be available for candidates of British nationality who are not more than 26 years

of age. They are required to have had practical experience in engineering before taking up an award.

Whitworth Senior Scholarships are for candidates who possess an engineering degree or a Higher National Certificate with two distinctions, or are in the last year of a course leading to one of these qualifications. The annual value of the awards is £325 and they will be tenable for two years for a course of further training in industry or for research work. Candidates are required to submit a thesis on one of a number of specified subjects.

Whitworth Scholarships are for students whose further education has been limited to evening classes. The annual value is £200, though this amount may be increased depending on the cost of the course and the means of the holder. They are tenable for three years, either in industry or at an educational establishment. They will be awarded on the results of the Whitworth Scholarships Examination to be held in April, 1950.

Further details of the awards may be obtained from Heads of Colleges of Further Education or from the Ministry of Education, Curzon Street, London, W.1. The closing date for the competition is 15th January, 1950.

#### **TECHNICAL APPOINTMENT**

The Medway Technical College, Gillingham, requires a lecturer-instructor to teach Machine Shop Technology and Practice, up to the standard of Final City and Guilds Certificate in Machine Shop Engineering, and to teach Production Engineering subjects in the Higher National Certificate Course. The salary will be to the Burnham Scale, with additions for special qualifications. Sound industrial experience is essential.

Applications by letter should be made as soon as possible to the Principal, Medway Technical College, Gillingham, giving very full details of industrial training and experience, including the names of employing firms and duration of employment. Two testimonials and two references should be included.

#### **ANNUAL SUBSCRIPTIONS**

Members are reminded that annual subscriptions for the financial year 1949-50 became due on July 1st, 1949. Payments should be made to Head Office as soon as possible.

#### **NEWS OF MEMBERS**

Mr. W. E. Arnold, A.M.I.P.E., A.M.I.E.E., M.I.I.A., who for the past four years has been General Manager of Watliff Co. Ltd., London, has been appointed Managing Director.

Mr. D. J. Billau, Grad.I.P.E., has been appointed Technical Representative to Bloxwich Lock & Stampers Co. Ltd., Bloxwich, Walsall.

Mr. J. A. Camenzind, A.M.I.P.E., is now Sales Manager to W. E. Sykes, Ltd., Staines, Middlesex.

Mr. E. M. J. Concannon, Int.A.M.I.P.E., is now Technical Consultant for Maxam Air Equipment, a branch of the Climax Rock Drill and Engineering Works, Ltd.

Mr. F. R. Hardy-Dobney, A.M.I.P.E., is now Production Engineer with Tasker's of Andover (1932) Ltd., Andover, Hants.

Mr. J. H. Faulkner, Grad.I.P.E., has taken up an appointment as Technical Officer in the Directorate of Mechanical Engineering at the War Office.

Mr. F. S. Inglis, A.M.I.P.E., has been appointed Works Manager to Thomas De La Rue & Co. Ltd. (Plastics Division), De La Rue Extrusions, Ltd., and De La Rue Floors & Furnishings, Ltd., at Tynemouth, Northumberland.

Mr. O. C. S. Kallay, Int.A.M.I.P.E., is now Methods Engineer with the Canadian General Electric Co., Peterborough, Ontario.

Mr. J. L. Meyrick, Stud.I.P.E., has been appointed Senior Estimator Draughtsman at The New Conveyor Co. Ltd., Oldbury, Worcs.

Mr. William T. Neill, M.B.E., A.M.I.P.E., A.R.Ae.S., A.M.S.L.A.E., has been appointed Assistant Production Manager at De Havilland Propellers, Ltd., Lostock, Bolton.

Mr. R. Pigdon, A.M.I.P.E., is now Works Manager of the Cundall Folding Machine Co. Ltd., Luton.

Mr. J. L. Price, A.M.I.P.E., is now the East Africa representative of Paul Brandt & Partners, Consulting Engineers, Dar-es-Salaam.

Mr. J. A. P. Ross, Grad.I.P.E., is now in charge of the Engineering Department of Watson Bros., Glasgow.

Mr. L. R. Surtees, A.M.I.P.E., is on his way to Australia to take up the appointment of Technical Director to "CC" Engineering Industries, Ltd., Sydney, New South Wales.

Mr. S. F. Taylor, A.M.I.P.E., has joined Edgar Vaughan & Co. Ltd., of Birmingham, as Technical Representative for the Midland Area.

Mr. W. Thompson, Grad.I.P.E., is now an Advisory Officer in the Production Efficiency Service of the Board of Trade, Manchester Regional Office.

Mr. J. P. Welburn, B.Sc., Grad.I.P.E., Grad.I.Mech.E., has been appointed Production Engineer to John Ingham & Sons, Ltd., of Middletown, near Wakefield.

Mr. T. B. Worth, M.I.P.E., Education Officer to the Institution, was recently elected a full Member of the Institution of Mechanical Engineers.

**VISITOR  
FROM ABROAD**

Mr. F. A. Jenkins, A.M.I.P.E., of the Melbourne Section, has been visiting the United Kingdom. Mr. Jenkins, who is Officer-in-Charge, Naval Ordnance Inspection Branch, at the Ordnance Factory, Bendigo, Victoria, settled in Australia in 1922.

While the visit was made primarily for reasons of health and pleasure, Mr. Jenkins has also been investigating the latest methods of inspection and production rationalisation.

**OBITUARY**

The Institution recently learned, with deep regret, of the death of Mr. Arthur F. Shillington, M.I.P.E., M.I.Mech.E., of the Northern Ireland Section.

**BOOKS  
RECEIVED**

"Motion and Time Study", by Ralph M. Barnes (3rd Edition). Chapman & Hall, Ltd., London. Price 30/- net.

This book covers the subject of Motion and Time Study very fully, and the new chapters that have been added, together with the manner in which the book has been rearranged, will make it a most useful addition to the library of production engineers who wish to study the latest methods of scientific management now operating in the U.S.A.

The author has spent many years teaching the science of Motion and Time Study, and has recently made a personal survey of eighty factories in order to bring his book fully up to date with the latest practice. A.Y., A.M.I.P.E.

"Engineering Materials and Processes", by L. H. Hancock, A.M.I.Mech.E. Sir Isaac Pitman & Sons, Ltd., London. Price 15/- net.

"Metals and Alloys". The Louis Cassier Co. Ltd. Price 15/- net.

"Metal Working and Heat Treatment Manual" (Vol. III), by F. Johnson, D.Sc. Paul Elek Publishers, Ltd., London. Price 21/- net.

**ISSUE OF JOURNAL  
TO NEW MEMBERS**

Owing to the fact that output has to be adjusted to meet requirements, and in order to avoid carrying heavy stocks, it has been decided that the Journal will only be issued to new Members from the date they join the Institution.

**IMPORTANT**

In order that the Journal may be despatched on time, it is essential that copy should reach the Head Office of the Institution not later than 40 days prior to the date of issue, which is the first of each month.

**SECTION MEETINGS**

The following meetings have been arranged to take place in September, 1949. Where full details are not given, these have not been received at the time of going to press.

**September**

- 3rd BIRMINGHAM GRADUATE SECTION. A Graduates' Conference on "Training and Leadership in Production Engineering" will be held at the Birmingham University, Bristol Road, Birmingham, from 9.15 a.m. to 5.30 p.m.
- 7th WOLVERHAMPTON SECTION. A lecture on "Atomic Physics" will be given at the Wolverhampton and Staffordshire Technical College Institute, Wolverhampton, at 7.00 p.m.
- 8th NOTTINGHAM SECTION. A visit to the Standard Motor Company Ltd., Coventry, has been arranged, commencing at 9.30 a.m.
- 9th WEST WALES SUB-SECTION. A lecture on "Air in Industry", by Mr. C. W. Wheal will be given at the Technical College, Swansea, at 7.30 p.m.
- 13th MANCHESTER GRADUATE SECTION. A lecture on "Some Recent American Hydro-Electric Schemes, with special reference to the Boulder Dam" will be given by Mr. W. A. Hatch, M.B.E., in the Reynolds Hall, College of Technology, Manchester, at 7.15 p.m. The lecture will be illustrated by sound films and slides.
- 15th S. WALES AND MON. SECTION. A lecture on "Starting a New Factory", by Mr. A. R. Northover, M.I.P.E., will be given at the South Wales Institute of Engineers, Park Place, Cardiff, at 6.45 p.m.
- 16th WOLVERHAMPTON GRADUATE SECTION. A lecture on "Graduate Status—Its Responsibilities and Implications" will be given by Mr. T. B. Worth, M.I.P.E., M.I.Mech.E., A.M.I.E.E., Education Officer to the Institution, at the Wolverhampton and Staffordshire Technical College, Wolverhampton, at 7.15 p.m.



**September—cont.**

- 16th **EASTERN COUNTIES SECTION.** A lecture on "Impressions of a Tour to Canada and U.S.A." will be given by Mr. H. H. Dawson, M.I.P.E., President of the Section, in the Lecture Hall, Electric House, Ipswich, at 7.30 p.m.
- 19th **DERBY SUB-SECTION.** A lecture on "Air Operated Fixtures", by Mr. C. M. P. Willcox, will be given at the School of Art, Green Lane, Derby, at 7.00 p.m.
- 21st **LIVERPOOL SECTION.** A lecture on "Electronic Control of Machine Tools and Self-Regulating Systems" will be given by Mr. S. A. Ghalib, B.Sc., A.M.I.E.E., at Radiant House, Bold Street, Liverpool, at 7.15 p.m.
- 22nd **NORTH EASTERN GRADUATE SECTION.** A lecture on "Graduate Status—Its Responsibilities and Implications" will be given by Mr. T. B. Worth, M.I.P.E., M.I.Mech.E., A.M.I.E.E., Education Officer to the Institution, in the Neville Hall, Westgate Road, Newcastle-upon-Tyne, 1, at 7.00 p.m.
- 22nd **LEICESTER SECTION.** A lecture on "Plate Edge Preparation for Welding by Oxy-Acetylene Cutting Process" will be given by Mr. E. Ryalls, A.M.I.W., at the Leicester College of Technology, The Newarke, Leicester, at 7.00 p.m.
- 26th **MANCHESTER SECTION.** A lecture on "Education for Management" will be given by Lt.-Col. L. Urwick, O.B.E., M.C., M.A., M.I.P.E., F.I.I.A., at the College of Technology, Sackville Street, Manchester, at 7.15 p.m.
- 27th **LUTON, BEDFORD & DISTRICT SECTION.** A lecture on "Furniture Production" will be given by Mr. R. E. Harrison in the Small Assembly Room, Town Hall, Luton, at 7.00 p.m.

**SECTION ACTIVITIES**

**BIRMINGHAM GRADUATE**

The final lecture of the 1949-50 Session was given in April by Mr. J. Loxham, M.I.P.E., M.I. Mech.E., F.R.S.A., who spoke on "The Efficient Inspection of Mass-Produced Parts", and at the end of the month a visit was made to John Garrington & Sons, Ltd., to see mass-production methods for the manufacture of stampings and forgings.

The 1949-50 syllabus will again include a film evening, and an evening set aside for dealing with members' questions on technical matters.

**CORNWALL** The present series of lectures was concluded on 14th April, with a paper on "Mechanical Handling Equipment", by Mr. F. T. Dean.

This Section is somewhat isolated but the Committee is pleased to report that the lectures are attended by a gratifying number of students from the Camborne Technical College and occasionally from the School of Mines.

**COVENTRY GRADUATE** The Section activities this quarter have been confined to Committee Meetings for discussion of the Lecture Programme for 1949-50 Session, and there has been a good response to the circular sent to all members asking for suggestions for the Lecture Programme. By analysing the questionnaire, the Committee hopes to arrange a Lecture Programme to suit the majority of members.

**DERBY SUB-SECTION** The 1949-50 Lecture Programme has now been completed, and the Committee have chosen for each meeting a specific production engineering subject.

At the Annual General Meeting held in March, a sincere vote of thanks was passed to Mr. G. Harrison, M.I.P.E., who retires as Chairman after holding office for two years.

**EASTERN COUNTIES** A very successful Session has been concluded, and the programme for 1949-50 is almost complete. Applications for membership in this area remain at a reasonably high level.

**EDINBURGH** The Lecture Programme was concluded in April, when Mr. P. H. Briggs, B.Sc., gave a well-attended address on "The Use of Electronics in Industry".

Council have agreed to the formation of a Section in Dundee, and this should give added strength to the Institution as considerable development is taking place in that area.

The Section Committee feel that the Session just ended, which was the first since the War to be completely organised, has given ground for considerable satisfaction, as the Institution is now better known in the city, and has on several occasions drawn comment from the Press.

**HALIFAX** At the Annual General Meeting on 14th March, Mr. H. Nutton, M.I.P.E., was elected President for the second year. The meeting was followed by Mr. Windeler's lecture on "Mechanical Mishaps and Their Relation to Design and Workmanship".

In April, a lecture on "Product Design" was very well presented by Mr. B. G. Bowden.

In May a Section Committee Meeting was held following a tour of Hopkinsons Limited, Huddersfield, when details for the 1949-50 syllabus were completed.

**LIVERPOOL** The Annual General Meeting was held on 20th April and in the absence of the Section President, Mr. B. A. Williams, O.B.E., M.I.P.E., in South Africa on business, an address was given by Mr. J. France, M.I.P.E., on "This Leadership Business".

The very excellent attendance of members at the meeting, and the general interest taken in the programme for the 1949-50 Session augurs well for the future.

**LONDON** At the Annual General Meeting held on 24th March, the retiring President, Mr. F. P. Laurens, O.B.E., M.I.P.E., M.I.Mech.E., thanked the members of the Committee for their enthusiasm and regular attendance, and introduced the President-Elect, Mr. W. Core, M.I.P.E., who had been a member of the Section Committee for many years and was also a member of the Technical and Publications Committee. Following the Annual General Meeting, a lecture was given by Mr. R. F. Tylecote, M.Sc., A.M.I.E.E., on "Pressure Welding", and on 14th April, Mr. G. E. Windeler, M.I.Mech.E., M.I.Mar.E., M.Cons.E., gave an unusual lecture on "Mechanical Mishaps and Their Relation to Design and Workmanship". The last lecture of the season was "Modern Aspects of Centreless Grinding", by Mr. A. Scrivener, M.C., M.Inst.B.E. These lectures were well attended and extremely interesting and stimulated keen discussion.

The Institution Awards for 1949-50 were presented by Dr. H. Schofield, C.B.E., President of the Institution. Prior to the lecture meeting on the 19th May, an informal dinner party was held at which Mr. Laurens welcomed on behalf of the Section, the President, Members of Council, Section Presidents, and Mr. H. le Cheminant, M.I.P.E., a member of the Australia Sub-Council.

The Section has nominated Mr. W. J. Simons, A.M.I.P.E., to represent the Institution on the London City and Guilds Institute Advisory Committee on Welding.

The Lecture Sub-Committee is making good progress with arrangements for the 1949-50 programme.

**MELBOURNE** The April lecture was given by Mr. A. Gabriel Jones, B.Eng., A.M.I.P.E., A.M.I.Mech.E., on "Manufacture of High Speed Marine Gears", and in May, Mr. R. V. Schultz, A.M.I.P.E., presented an interesting paper on "Some Aspects of Tube Bending".

Early in May the Committee entertained to dinner Mr. Mansergh Shaw, A.M.I.P.E., on his return from a fifteen months' research tour of the United Kingdom and the Continent.

The Section now has members in New South Wales, Victoria, South Australia, Western Australia, and Queensland.

**NOTTINGHAM** Since the last report, the Section has held five meetings to discuss "Balancing Production and Purchasing to Schedule", "Industrial Lighting", and "Development and Design".

The Annual General Meeting was held in March, when all the officers were re-elected to serve a second term. This meeting concluded with the new sound film "The Wimet Age", which was further amplified by an address from Mr. H. Eckersley, M.I.P.E.

**PRESTON** The winter programme was concluded with a visit to the Courtaulds factory at Preston. It has been found very difficult since the War to arrange successful works visits, as most firms prefer these visits to be made on a working day, when it is difficult for members to attend.

**SHEFFIELD** The last of this Session's monthly informal discussions was held on the 25th March. These meetings have proved to be of real value and members agree that they provide an excellent opportunity for "round the table" discussion of current problems. On the 13th April, Mr. T. G. Rose, M.I.P.E., spoke on "How the Money Moves in Business".

Attendance at all lecture meetings and at the monthly Committee Meetings has been very good and is a tribute to Mr. G. R. Pryor, M.I.P.E., Section President for the past two years, and an enthusiastic member of Council.

An endeavour is being made to form a Sub-Section in the Doncaster area, and all interested members are asked to contact the Hon. Secretary of Sheffield Section.

**SOUTH AFRICA** Mr. J. Ritchie, Director of South African Bureau of Standards, presented his paper on "Industrial Standardisation" at the April meeting, and an excellent film evening was held in May. In this month also a large number of members visited the Klip Power Station—the largest in the Southern Hemisphere—where a very pleasant and instructive afternoon was spent.

**SYDNEY** Since the last report the Section has held two very interesting meetings, the lectures being "The Manufacture of Woodworking Machinery", by Mr. N. L. Eaton, A.M.I.P.E., and "Tungsten Carbide Cutting Tools", when the meeting was addressed by a number of speakers.

It is the view of the Section Committee that the conditions outlined in the memorandum on Practical Training for the Production Engineer, received from the Education Committee, would not be applicable in Australia and Head Office was accordingly notified. A memorandum on this matter has now been prepared by Mr. E. C. Parkinson and Mr. S. E. Barratt, and is now being considered by the Section Committee.

The Committee is pleased to record that the terms relating to the Prize for Students generously donated by Mr. E. G. Bishop, M.I.P.E., have now been finalised.

**WESTERN** The Winter Session was concluded on 6th April, when Mr. G. Butler gave a very interesting paper on "Rolled Steel Sections".

The programme for 1949-50 Session is nearing completion and some very interesting lectures are anticipated.

**WEST WALES  
SUB - SECTION**

The Sub-Section's first Session was completed with a very excellent lecture by Mr. Martin L. Hughes, M.Sc., F.R.I.C., F.I.M., A.M.I.Chem.E., on "Research—with Special Reference to the Iron and Steel Industry", followed by a film "Pattern for Progress—The Story of Ebbw Vale", presented by Dr. P. M. Macnair.

It has been most gratifying to the Committee to note that all lectures have been reasonably well attended. The support given to the Institution in this district by industrialists generally, and also by the public, confirms the wisdom of inaugurating this Sub-Section.

**WOLVERHAMPTON**

In April and May the Section enjoyed lectures by Mr. Lewis C. Ord on "Centralisation versus Decentralisation in Industry", and by Mr. H. G. Ramsell, M.I.P.E., M.I.Mech.E., on "Locks". At the Annual General Meeting in April, the President, Mr. A. J. Aiers, M.I.P.E., M.I.Mech.E., and the Vice-President, Mr. H. Tomlinson, A.M.I.P.E., were unanimously re-elected to hold office for the ensuing year. The Lecture Programme for the year 1949-50 has also been finalised.

**WOLVERHAMPTON  
GRADUATE**

Two interesting lecture meetings have been held, one of which "Electro Static Spraying", by Mr. J. Stribley aroused a great deal of interest among local firms. Three works visits have also been made, and the Annual Dance was a great success, both socially and financially.

A full Section programme is already arranged for the next six months.

**YORKSHIRE** The Session was concluded on 4th April, when Mr. Lewis C. Ord gave a talk on "Industrial Politics", which was extremely interesting, and thoroughly enjoyed by the members.

**YORKSHIRE GRADUATE** In March, Dr. R. Goodacre, B.Sc., Ph.D., gave a paper on "Wire in its application to Industry". This lecture was preceded by the Annual General Meeting, at which it was approved unanimously that the Standing Committee should be elected to serve for the 1949-50 Session.

Interesting visits have been paid to Prices Tailors Limited and the Northern Works of W. & T. Avery, Limited.

The Section Committee have also met to discuss the 1949-50 programme.

## DEVELOPMENTS IN GEAR PRODUCTION

by H. PEARSON. \*

*Presented to the Coventry Section of the Institution, March 11th, 1949*

In this paper some account is given of certain investigations that have been made in connection with cutting and finishing the teeth of the gears. In particular some research work in connection with hobbing and worm grinding processes is considered and an analysis is made of the cutting conditions in the crossed axis shaving process.

### INVESTIGATIONS INTO HOBGING

Some years ago it was decided to investigate the effect of making changes in variable quantities in the hobbing of gears. In order to obtain closer control over the variables and also to minimise the cost of the test, it was decided at an early stage not to use a complete hob but to employ a single-point cutter (Fig. 1) profiled similarly to a hob tooth in order to mill material from a bar of steel of average toughness.

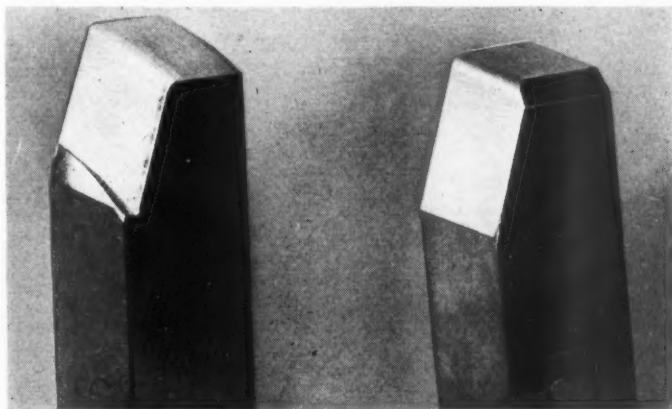


FIG. 1. Fly cutters profiled similarly to hob teeth. (Rear view.)

In preliminary tests the flat-sided form of cutter shown on the right in Fig. 1 was used but difficulties were experienced in re-setting the cutter in its holder to maintain constant effective relief angles after sharpening operations. The alternative and more costly type

\* Senior Research Investigator, David Brown & Sons, (Huddersfield) Ltd.

of cutter shown on the left of the same illustration was therefore adopted as standard. The active end of this cutter was formed in a Hob Relief-grinding Machine to give relief angles similar to those on hob teeth. Zero rake was provided on the top face of the cutter and this was maintained in sharpening by ensuring that the sharpened face was in the plane that contained the axis of rotation of the cutter.

The condition simulated was that of finish cutting and the quantity determined was the rate of wear of the inclined cutting edge. In hobbing the most rapidly worn point is nearly always found to be on the curved part of the profile uniting the two straight parts, but in these tests the rate of wear of the inclined edge was taken as the criterion of failure.

A special cutter holder was made to suit a standard horizontal milling machine (Fig. 1A) and a special gauge (Fig. 1B) was made for the purpose of measuring the wear of the cutting edge.

The variables to be investigated include the following :

- (1) Material to be cut.
- (2) Material of cutter.
- (3) Relief angles of cutter.
- (4) Top rake of cutter.
- (5) Surface finish of relieved surfaces of cutter.
- (6) Surface finish of active surface of cutter.
- (7) Cutting speed.
- (8) Rate of feed.
- (9) Thickness of cut.
- (10) Nature of coolant.

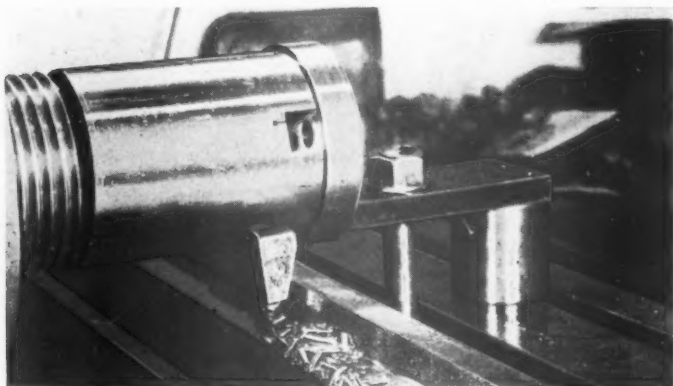


FIG. 1A. Fly cutters at work.



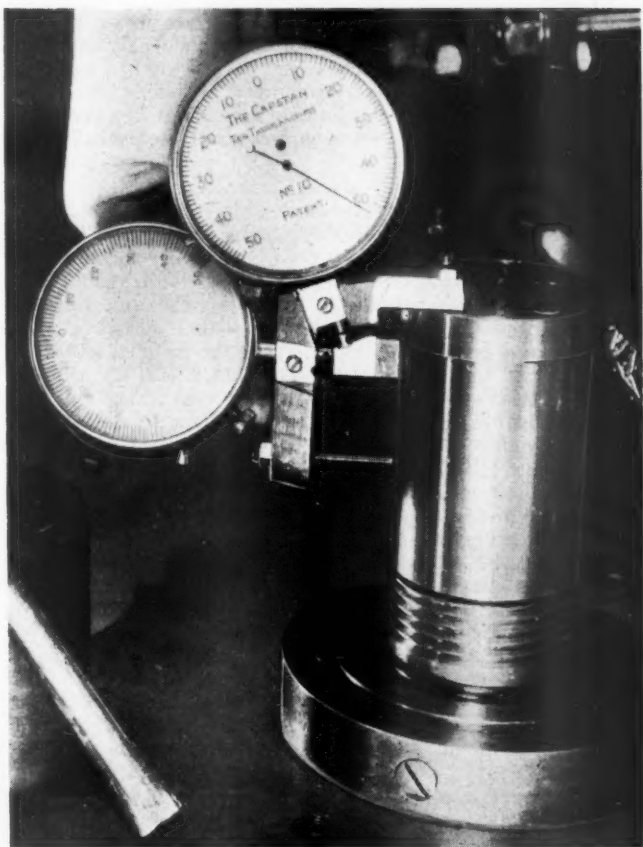


FIG. 1b. Fly cutter - wear measurement.

All the combinations of reasonable changes in these variables amount to a very large number and even with two machines running night and day there still remains much work to be done.

**MATERIAL  
TO BE CUT**

It was decided to use 0.5 carbon steel (En.9) as the standard work material for cutting tests normalised to give a tensile strength of about 47 tons per sq. in.

This material is relatively inexpensive and not specially difficult

to obtain, and in the condition specified it has rather more than average toughness, although it is not exceptionally difficult to cut.

The material was first of all obtained in the form of a 4 in. square billet, but as this section was not always available, certain tests were made on 5 in. diameter circular bar milled as a preliminary operation in order to provide a surface to fit on the table of the milling machine.

#### MEASUREMENT OF WEAR

The wear measuring device makes three-point contact with the cylindrical surface of the cutter holder, and its endwise location is controlled by fixed dowels that rest against the end of the holder. In measuring the cutters the instrument is moved radially in relation to the axis of the cutter holder, so that the plungers of the dial indicators pass over the cutting edges of the tool. When the inclined edge only is active, the dial indicator that makes contact with the tip of the cutter reveals any radial movement of the cutter that may occur whilst the tests are in progress. The dial indicators are graduated in ten-thousandths of an inch.

Whilst some training is needed in the first instance to repeat readings with it to a sufficiently high degree of accuracy, this difficulty soon disappears and highly satisfactory results are obtained from semi-skilled labour.

The gauge is set to zero when the cutter is new and a reading is taken with the same setting of the instrument after a given length of traverse of the workpiece past the rotating cutter.

The readings are plotted graphically and a typical result is shown in Fig. 2. The records shown in the graph were compiled following tests made to determine the merits of climb cutting and in this particular instance climb cutting was shown to have an advantage in respect of resistance to cutter wear of rather more than 2 to 1 over the conventional method of cutting. Although subsequent tests have shown this ratio of superiority to be rather optimistic it is generally found that some advantage can be achieved with climb cutting, particularly when dealing with workpieces in high tensile steel.

The smooth nature of the graph is a convincing demonstration that the methods of measurement are sound.

For the main series of tests, certain quantities were given fixed values, thus :

- (1) Material        ...        0.55% carbon steel (En.9).
- (5) Surface finish of relieved  
surfaces of cutter ... 40/50 micro in.  $H_{max}$ .
- (6) Surface finish of active  
surfaces of cutter ... 40/50 micro in.  $H_{max}$ .

- (8) Rate of feed ... 0.03 in. per revolution of cutter.  
 (9) Thickness of cut ... 0.01 in.  
 (10) Length of active cutting edge ... 0.3 in.

Conditions 1, 8 and 9 correspond to a finishing cut on a large high precision gear.

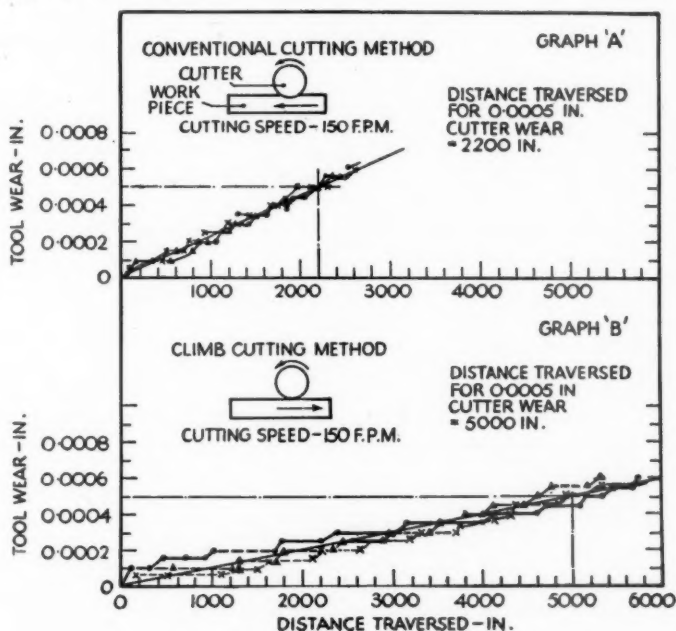


FIG. 2. Wear resistance of fly cutters.

#### SOME GENERAL CONCLUSIONS

(a) A normal 18-4-1 high speed steel is about the best of normally available materials for a hob. No type of tungsten carbide yet tested in this manner has shown any perceptible superiority over 18-4-1 high speed steel.

This may be surprising in view of the success achieved with tungsten carbide in milling operations, but it will be appreciated that milling and hobbing actions are somewhat different in character. Given a concentric milling cutter, all the teeth follow the same cutting path and generally speaking the feed per tooth can be

obtained by dividing the feed per revolution of the cutter by the total number of teeth. This feature does not obtain in hobbing where, as mentioned later in this paper, the heaviest duty is done by a relatively small number of the teeth.

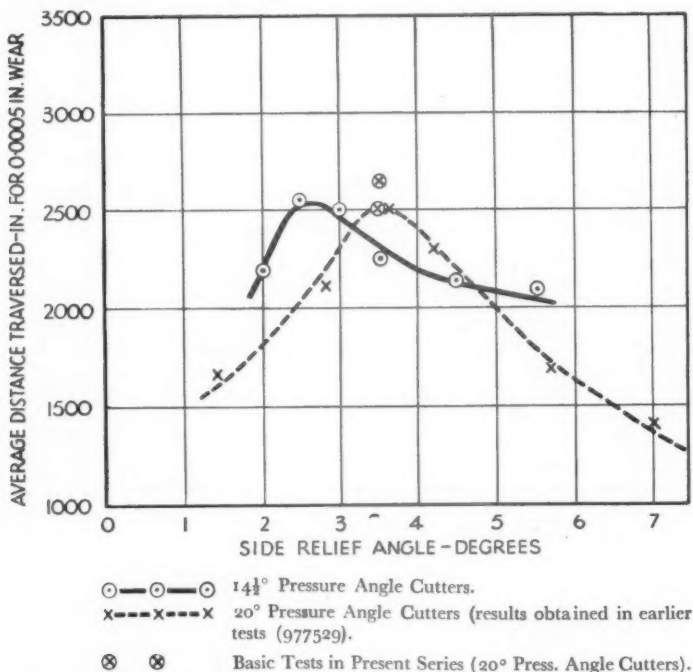


FIG. 2a. Effect of different side relief angles on performance of fly cutters.

(b) Results of a series of tests made to determine optimum side relief angles for hob teeth are presented graphically in Fig. 2A. It will be seen that with 20 degree pressure angle cutters in 18-4-1 high speed steel operating at normal hobbing speeds, a side relief angle of about  $3\frac{1}{2}$  degrees gives about the best cutting performance; it is associated with a  $9\frac{1}{2}$  degree relief angle at the tip or front face of the cutter, the relation between the two angles being determined by the normal pressure angle. This shows that the relief angles normally used today are about the best possible for general hobbing work.

(c) Superhardening of the cutters is usually found to be advantageous, particularly when the workpiece is of a high tensile nature.

(d) The life of the cutter as measured by the length of material cut before the tool wear became 0.0005 in. was found to be greatest for a cutting speed of about 120 f.p.m. This is much higher than is normally used when finishing large high precision gears.

(e) As a coolant, a general purpose lubricating oil was found to result in longer tool life than did any proprietary brand of straight cutting oil, and did not result in an inferior finish.

#### **WEAR OF HOB TEETH**

Examination of the rubbed areas of the teeth of a hob that has been used for cutting the spur or helical gears shows that the teeth in less than a single convolution are more heavily worn than any others. Very often just two or three teeth have suffered the most severely, the rubbed areas extending backwards from the rounded parts of the tip of the tooth. On such teeth the wear is approximately symmetrical, whereas that is not the case on the majority of the visibly worn teeth (see Fig. 3).

In re-sharpening the hob it is of course necessary to grind sufficient metal from the tooth faces to eliminate rubbed areas from all the teeth, and, therefore, the condition of the most heavily worn tooth decides how much metal must be removed in sharpening, and ultimately, the total life of the hob.

It is the hob tooth penetrating most deeply into the blank that suffers the most wear, and in a single-thread hob there is only one such tooth. In a multi-thread hob each thread contains a tooth that penetrates the full depth into the blank and, therefore, instead of there being just one most heavily worn tooth, there are several such teeth, one for each thread. This suggests that multi-start hobs may have some advantage for rough cutting gears; for finish cutting to a high degree of precision they are not usually regarded with favour as they cannot be made with the same high degree of precision as is possible for a single-thread hob.

For the purpose of explanation, the foregoing remarks have been over-simplified. Taken literally they would imply that the greater the number of threads in a hob the greater the advantage for rough cutting. Actually, in a single thread hob whilst the one tooth that penetrates most deeply into the blank suffers the greatest wear, adjacent teeth before and after it on the thread suffer not much less wear, although the worst of the worn teeth cover less than one convolution, and usually about half a convolution. This suggests that there may be an advantage in using a two-thread hob as compared with a single thread hob, but that little, if any, more is to be gained by using more than two threads.

# DEVELOPMENTS IN GEAR PRODUCTION

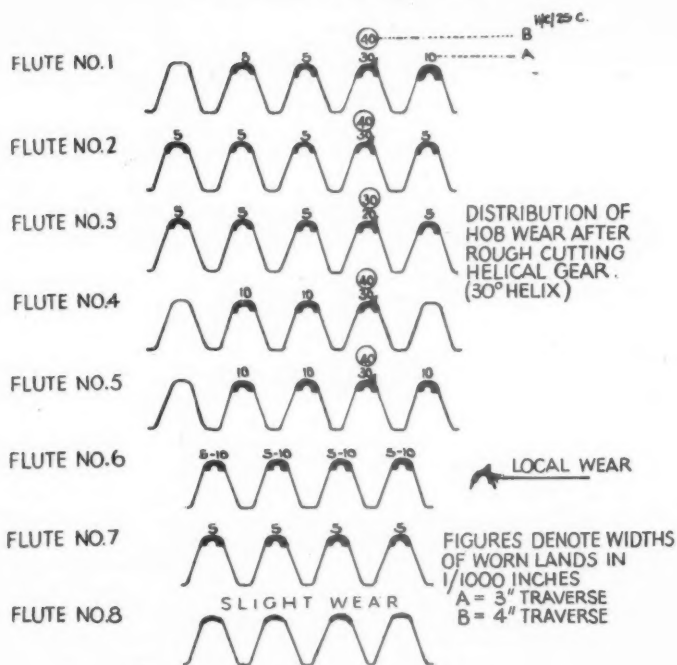


Fig. 3. Distribution of wear on hob.

In this connection it is necessary to utter a word of warning against a fallacious idea that has almost certainly influenced some users of hobbing machines. With a hob of given diameter and cutting speed, the speed of rotation of the worktable is twice as great for a two-start hob as for a single-start hob, and if the machine is set up for a given feed per revolution of the work, the cut across the width of the work will be completed twice as fast in the first case as in the second. This of course is very effective from the point of view of production, but the fact is that for a given hob life a coarser feed can be applied with a single-thread hob than for a multi-thread hob, and this leaves the advantage of the two-thread hob at less than two to one.

This is a point that requires very careful investigation, and up to the present no precise conclusion has been reached. The practice in this respect, like so many other aspects in engineering, is apt to

depend on personal preference, and so far as can be seen at present, a good deal of work is necessary before any rigorous conclusions can be reached.

**CROSSED AXIS  
SHAVING**

The crossed axis shaving process has been applied to automobile gears for a considerable time now, and extension of the process to much larger gears has directed attention to its fundamental nature.

Fig. 4 shows a spur type shaver set in engagement with a turbine pinion whose helix angle is about 30 degrees. The crossed axis angle is the difference between the axis angle of the cutter and that of the pinion.

The pinion is mounted between centres and is driven from the power head of the machine. Pressure between the shaver tooth and the work tooth is obtained by applying "brake" torque to the shaver spindle and this is effected by means of adjustable brake bands located on drums that are bolted to the shaver. Except where "patch" or selective shaving is undertaken, constant load is maintained whilst the shaver is traversed across the face of the gear.

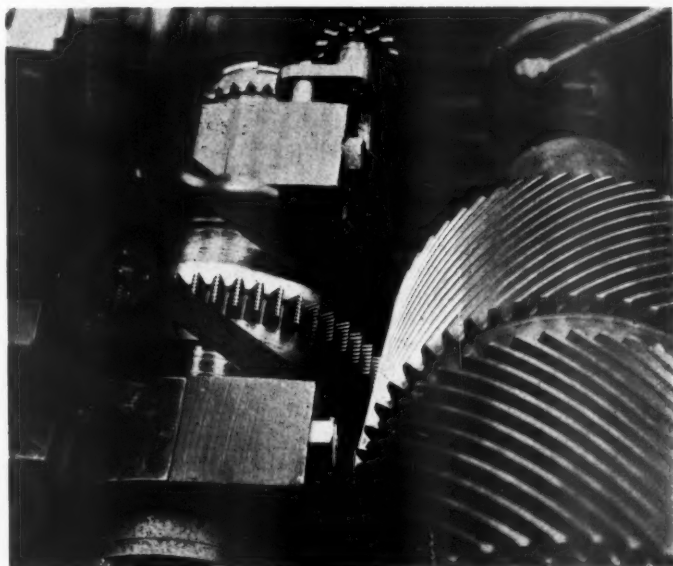


FIG. 4. Shaver in mesh with work.

Contact between two teeth of a pair of helical gears meshed on non-parallel axes is confined to a single point if the surfaces are geometrically accurate and are not deformed by loading. Elastic compression of the surfaces under load causes the contact to be spread over an area of elliptical form, with the major axis much greater than the minor axis.

The reason for this can be seen by considering Fig. 5 which represents the surface of a tooth on an involute rack. The line of contact of the flank of a tooth with a tooth of a mating helical gear placed above the rack and situated with its axis inclined to the length of the rack teeth is a straight line AB. The inclination of AB to the root line CD of the rack is about one-third of the angle between the axis of the mating gear and the direction of the rack teeth.

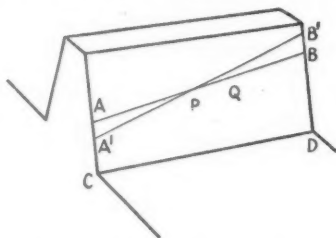


FIG. 5. Shaver - lines of contact.

A gear placed beneath the rack with one tooth touching the underside of the flank shown, and with axis inclined to the direction of rack teeth at an angle different from that of the upper gear, would have a line of contact such as for example  $A'B'$  with the flank of the rack tooth. If the latter were removed, the gear teeth themselves would touch at the point P, which is the point of intersection of AB and  $A'B'$  and apart from any deformation of the surfaces, contact between the teeth would be limited to that point.

It is not difficult to calculate the approximate distance of a point Q on AB from the nearest point on the profile of the tooth that contains  $A'B'$ , and it is thus possible to calculate the dimensions of a "zone of proximity" within which no point on either tooth is distant more than say 0.0001 in. from the nearest point of the other tooth. This zone approximates closely to the contact area over which the applied load is sufficient to produce a total compression of 0.0001 in. at the mid-point.

It is found that if gears of normal dimensions are meshed at an axis angle of about 15 degrees, small flattening of the surfaces extends the contact into a band of appreciable length. Fig. 6 gives the dimensions of the contact areas for typical cases. The contact conditions between a gear and a crossed-axis shaving cutter meshed with it are of course exactly the same as for a pair of spiral gears, and when such gears are rotated in mesh, there is at every point of contact a relative sliding parallel to the tip of the tooth in conjunction with perpendicular sliding of an amount dependent upon the



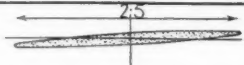
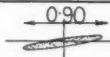
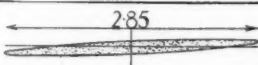
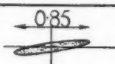
	HELIX ANGLE OF TOOTH	HELIX ANGLE OF CUTTER	AXIS ANGLE	RELATIVE CONTACT AREA
	40	35	5	0.077
	40	25	15	0.027
	20	25	5	0.085
	20	35	15	0.026

FIG. 6. Shaver - contact areas.

position of the point of contact in relation to the pitch cylinders of engagement. As the pitch cylinder of engagement usually intersects the tooth surface at or about the mid-depth of the tooth, the directions of resultant relative sliding vary from tip to root approximately in the manner indicated in Fig. 7, and this is confirmed by



FIG. 7.

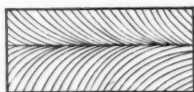


FIG. 8.

close examination of the surface of a shaved tooth which shows fine scratches disposed generally in the form shown in Fig. 8.

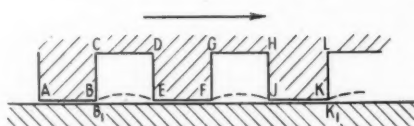


FIG. 9. Cutting action of shaver.

Fig. 9 represents the section of the tooth of a shaving cutter and the mating tooth of the work on a plane lying perpendicular to the common tangent plane of the tooth surfaces at the point of contact,

and bisecting the zone of contact. Sliding of the cutter tooth over the work tooth in the direction indicated by the arrow is expected to cause the edges ABCD to scrape metal from the tooth of the work. It will be seen, however, that conditions are anything but favourable to cutting. The cutting edges have zero relief angle, and each of them is preceded by another tooth of zero relief that tends to prevent penetration of the edge into the material of the work.

If the form of the work tooth is geometrically correct, very considerable pressure will permit the cutting edges to scrape extremely thin shavings of metal from the work tooth, and the pressure on the lands behind the cutting edges will provide a burnishing action. It will be realised, however, that even in the most favourable circumstances, considerable pressure is required to produce any perceptible effect on the surface of the work tooth.

If, however, the surface of the work tooth is not geometrically correct, but has local undulations, as always happens on teeth cut by conventional processes, then the teeth of the shaving cutter will act more effectively on high spots than on low spots. Consequently the shaving operation has a natural corrective action. Irregularities in the work tooth surface are attacked fairly freely whereas those parts of the surface that happen to be smooth and accurate are hardly affected.

It is found in fact, that application of the shaving process to moderately rough gear teeth causes high spots to be shaved away comparatively easily, but that once a completely shaved surface has been attained it is difficult to remove more metal from it by shaving.

This provides justification for the practice adopted by certain automobile gear manufacturers of terminating the shaving process before the work tooth profiles have been completely cleaned up.

The setting of a shaving cutter at the appropriate angle in relation to the work is a matter of some importance. It may be done by the use of marking paint applied to the cutter, and observation of the contact area when cutter and work are rotated together. Oil resisting marking paints that adequately serve this purpose are now marketed. The object is to adjust the angular setting of the cutter till the contact areas on opposite flanks of the teeth are as nearly as possible opposite to each other.

When shaving gears with facewidths many times as great as that of the shaving cutter the angular setting is not specially critical, but when shaving narrow gears the helix angle of the shaved teeth of the work may be slightly different from the pre-shaving helix angle if the angular setting of the cutter is not correctly adjusted. The usual practice in such cases is to measure the helix of trial shaved gears and to re-adjust the angular setting of the cutter if necessary to produce a correct result.

It will be appreciated that as the area of the contact zone is critically affected by the magnitude of the crossed axis angle, so is the rate of machinability or metal removal. Tests have shown that the tooth thickness of a fairly low tensile gear can be reduced by about 0.002 in. in one pass of the cutter under fairly moderate pressure, provided that a crossed axis angle of about 30 to 40 degrees

is used. By way of comparison about 30 passes may be needed to remove a similar amount of metal where the crossed axis does not exceed 15 degrees.

#### **FORM WHEEL GRINDING OF WORM THREADS**

For a long time past, form grinding of worm wheel threads has been carried out on one flank only at any one time. When using the usual involute helicoid thread form, this permits the use of a flat faced grinding wheel, which is merely the easiest form to trim and the method offers great practical advantages. Any worm thread form of normal size may be ground by the same flat faced grinding wheel set at the appropriate angle in relation to the axis of the work. Where the quantities of identical worms to be handled are small this facility is of particular advantage.

Where the quantities are large, however, it becomes possible to allow more time for preliminary adjustment of the grinding wheel, and if the possibility of departing from a flat faced grinding wheel is accepted, the possibility of using a wheel that will grind both flanks at once naturally comes up for consideration.

The difficulty of trimming a grinding wheel of non-plane form so as to produce a specified shape on the work within a few ten-thousandths of an inch, is well recognised. Where the trimming diamond has to follow a curved path, its exact action can be determined only by actual trial, and re-adjustment or replacement of former plates is usually found to be necessary.

If this difficulty is accepted, there arises a further one in the case of a wheel for grinding worm threads, of determining what the section of the grinding wheel on an axial plane shall be in order to produce a worm thread of involute helicoid form.

The form of the grinding wheel can be calculated and if a trimming device of the normal pantograph type is used then the former plate should have that same shape implied in the pantograph ratio.

In a trimming device (Fig. 10) actually applied to grinding wheels for grinding both flanks of a worm at once, a different kinematic principle was used. The diamond is carried near the end of a rod sliding through a sleeve pivoted about an axis perpendicular to that of the work, with a spring acting to press the upper end of the rod against a former plate. The trimming motion of the diamond is effected by hydraulic means.

The sliding rod actually carries the diamond projecting on each side, so that by changing its angular position and causing the upper end of the rod to be pressed against a former plate symmetrically disposed in relation to the first-mentioned one, the second diamond can trim the opposite face of the grinding wheel.

A third diamond projecting axially from the end of the rod is used to trim the tip of the grinding wheel with the rod, then con-

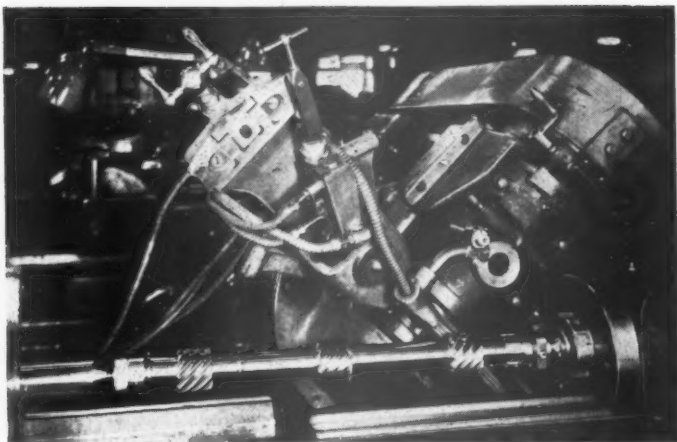


FIG. 10. Worm grinding by formed wheel method.

strained by a former plate that prevents it from sliding along the sleeve.

With this arrangement it is not to be expected that production time could be halved simply because grinding takes place on two flanks during each pass. A further advantage may be expected from the probability that the form grinding wheel makes closer contact with the worm thread.

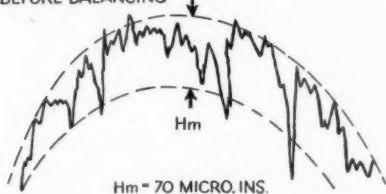
Actually the difference between the form wheel and the flat wheel in this respect is less than might be expected, but nevertheless the form wheel does show to considerable advantage.

In one particular instance (the one illustrated in Fig. 10) which was the profile grinding of worm threads on an auxiliary shaft for the Napier Sabre engine, in conjunction with wartime needs for production, double side grinding on this particular job caused the grinding time to be reduced to about a fifth of what had previously been accepted.

As in most grinding operations the finishes obtained on the flanks of threads, ground by either single-sided or double-sided grinding wheels, are directly affected by the state of balance of the grinding spindle assembly and it has been our experience that time and trouble spent in balancing is amply repaid by the higher quality of finish achieved. Fig. 11 shows the amount of improvement gained by balancing the driving members, the spindle and the grinding wheel itself.

WORM THREADS GROUND ON MACHINE N°G 3201  
"A" FLANKS

BEFORE BALANCING



WORM THREADS GROUND ON MACHINE N°G 3201  
"A" FLANKS

AFTER BALANCING

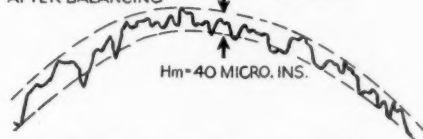


FIG. 11. Effect of balance on surface roughness of work.

The records were taken on a David Brown Topograph (Fig. 12) whose utility as a surface finish recorder has frequently been described in trade journals.

This instrument operates on a simple pneumatic principle and gives a pen record of the profile of the surface along a selected straight track. It is easily adjustable to suit any class of surface normally used in modern engineering practice.

The object to be tested is mounted on the table of the Topograph ; the tracer point is set on the surface to be tested and the instrument produces a pen on paper record 10 in. long and 5 in. wide in three minutes.

The instrument is normally used for flat surfaces, but it can also be applied to any curved surface that contains a straight line along which the tracer point may traverse.

The ratio of pen movement to tracer movement is adjustable between 5,000 and 20,000 to 1. In other words, a pen movement of 0.1 in. corresponds to roughness depth of 20 to 5 micro-inches ( $H_{max}$ ) according to the setting of the instrument.

#### APPENDIX

Although the subject matter in this paper is mainly a record of investigations carried out in our laboratories at Huddersfield and can generally be claimed to have a practical background it may, of course, raise many controversial issues.

DEVELOPMENTS IN GEAR PRODUCTION



FIG. 12. David Brown Topograph.

We have, however, introduced into our production departments many of the developments described and consider that by so doing we have achieved improvement in economy and in the quality of the work effected by them.

## PRESSURE WELDING LIGHT ALLOYS

by R. F. TYLECOTE, M.A., M.Sc., A.I.M., A.M.I.E.E.

*Presented to the London Section of the Institution, March 24th, 1949*

Commercial welding of non-ferrous metals, and in particular of aluminium alloys, by fusion processes involves the production of a zone of cast metal possessing strength and ductility lower than those of the wrought material.

By welding below the temperature at which the metal begins to melt, the production of a zone possessing poor mechanical properties can be avoided.

### PRESSURE WELDING CONDITIONS

The means by which welding can be carried out at temperatures below the melting point is by the application to the metal of a substantial pressure, which causes sufficient movement of metal or "flow" to break up the oxide film and bring the surfaces into intimate contact. The application of this pressure causes local thinning of the material in the case of a lap joint in sheet, and an upset in the case of the pressure-butt welding of bars or tubes. The extent of this thinning or upset is a measure of the intimacy of contact at the weld face, and therefore of the strength of the weld.

In the case of light alloys, research has shown the temperature at which the welding of any given alloy is best carried out, and the

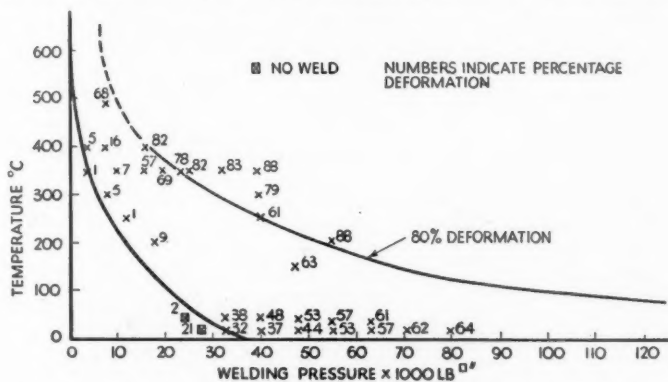


FIG. 1. Pressure welding conditions for 18 SWG high purity aluminium sheet.

amount of thinning required expressed as percentage deformation or reduction in sheet thickness. Sufficient pressure must be applied to give this degree of deformation at the welding temperature.

An example of the form in which the data is presented is shown in Fig. 1 for high purity aluminium. This shows that for successful circular welds the deformation required varies from 5-40% as the temperature of welding is reduced from 500-20°C. The pressure required to provide this deformation is less than one ton per sq. in. at 500°C. and about 15 tons per sq. in. at 20°C.

The welding conditions for aluminium clad duralumin type alloy are given in Fig. 2. Here, extremely high pressure is required to weld at low temperatures and in view of this and the large reductions in sheet thickness required, it is doubtful whether it is a practical proposition to weld this material below 400°C.

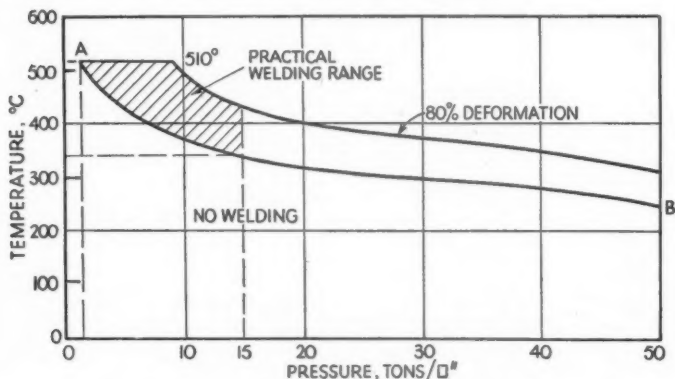


FIG. 2. Pressure welding conditions for 18 SWG aluminium-clad duralumin (D.T.D. 390) sheet.

Since this alloy is one of the heat-treatable type, it is better to weld it at a higher temperature, i.e., 490°C., and to take advantage of its age-hardening properties by rapid cooling from this temperature. Many aluminium alloys can be welded at high temperatures with deformations of the same order as that used in spot or seam welding, i.e., about 10-25%. However, as the welding temperature is lowered to room temperature, not only does the pressure required increase markedly but the deformation required increases to about 60% for commercial purity aluminium and about 80% for duralumin (see Table I).

Recent work by Sowter of G.E.C.<sup>1</sup> has shown that there is a field of application for pressure welding at room temperature.



The scope of pressure welding at this temperature is mainly confined to high purity and commercial purity aluminium, and some of the softer aluminium alloys, in view of the comparatively high welding pressures required.

This last requirement limits the use of the process to individual welds of small area or narrow seams. Rolls may be used and by this means long lengths of tube have been produced from strip.

In order to get the best results at low temperatures Sowter has found that metal flow can be facilitated by using narrow tools, in which the length is at least five times the width. Small welds up to  $\frac{1}{4}$  in. long may be produced by a blow from a hammer on to a suitably shaped punch, and larger welds may be made in a fly press. The distortion of the component which arises from the large deformation must be allowed for in the design. Where welds are made near the edges of sheets, some dressing of the sheet edge will be necessary after welding.

#### STRENGTH OF PRESSURE WELDS

The strength of cold welds is usually less than that of similar shaped welds made at high temperatures, since the severe indentation of the sheet required in cold welding lowers the strength of the joint. This is to some extent offset by the local increase of strength due to cold working. Welding hard rolled sheet at high temperatures results in some softening due to annealing.

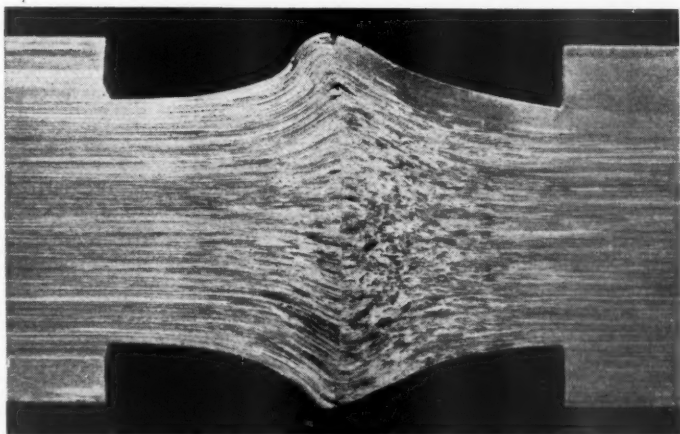


FIG. 3. Section of pressure weld in Al-Mg-Si alloy (D.T.D. 423B).

The strength of lap welds in sheet depends very much on the design of the joint, and figures for the strength of pressure welds in sheet are of academic interest only. However, tests on similar types of joint show that the strength of circular pressure welds is of the same order as that of spot welds of comparable size.<sup>4</sup> The strength of pressure welds in bar, on the other hand, may be compared with welds produced by other methods.<sup>5</sup> A typical pressure butt weld is shown in Fig. 3. The strength of such welds in aluminium-manganese and aluminium-magnesium-silicon alloys is of the same order as that obtained by the best flash-butt welding technique,<sup>7</sup> although the ductility of the pressure welds in the heat-treatable alloys is not as yet as good as that of welds produced by flash-butt welding. This may be due to the more rapid cooling of the flash-butt welded joints, since the latter have been made in thinner section material. Some idea of the ductility of pressure welds in  $\frac{3}{4}$  in. diameter bar is shown by their behaviour during bending (see Fig. 4).

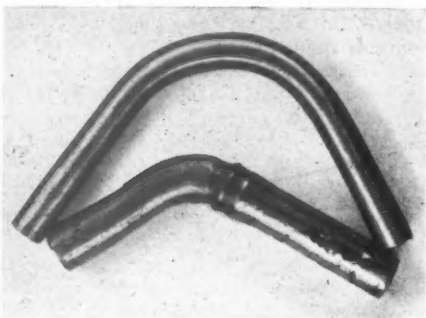


FIG. 4. Pressure welds in  $\frac{3}{4}$ " diam. Al-Mn alloy bar after bending.

#### PRESSURE WELDING TECHNIQUE

1. *Lap welding of sheet.* The preparation of the sheet surfaces is extremely important. The material must be efficiently degreased, and then preferably pickled in one of the solutions normally recommended for use on aluminium sheet before spot welding. A typical one is a 10% solution of phosphoric acid used at 120°F. containing a small proportion of a wetting agent. This should be followed in the case of some of the aluminium alloys by a dip in cold nitric acid of about 50% concentration.

Immediately before welding the sheet should be scratch brushed, using fine steel wire brushes with a surface speed of the order of 3,000 feet per minute. If the preceding operations have been carried out efficiently, the brush will produce a fine matt surface on the sheet, but on no account must the prepared surface be touched by hand after this operation, as greasy finger marks effectively inhibit welding.

In some cases it is possible to omit pickling, but it has been found that while this step will on the whole give satisfactory results, occasional trouble can be traced to improperly cleaned sheet.

For pressure welding large components, either crank or hydraulic presses can be used. The application of pressure to the component should be so regulated as to ensure that the material is raised to the correct welding temperature before the full pressure is applied. Heating to welding temperature must be carried out under some pressure in order to prevent oxidation of the cleaned surfaces. The time required to raise the component to the welding temperature increases rapidly with material thickness. Naturally, since heat is transferred from the contacting surfaces of the dies, the time of welding depends to some extent on the ratio of weld area to total surface area of the component.

It is not possible to preheat the component in the case of light alloys due to the difficulty of preventing oxidation. If the source of heat is near to the die faces, it is possible to superheat the die while unloading and reloading so that the component parts are heated to welding temperature much more rapidly. Once the component is heated to welding temperature the time required for welding depends on the rate of application of pressure and the resultant deformation. No advantage is obtained in lengthening the welding time.

A stop or other device for preventing excessive deformation must be provided in the tools and a temperature recording apparatus is advisable.

Tools for welding at high temperatures should be made from heat-resisting steels such as the 2.0% carbon, 12% chromium type. For welding at room temperature on soft materials mild steel may be used, although unhardened chromium-manganese steel is recommended. The heating of the tools is best undertaken by means of gas, since it is difficult to insulate electric elements in tools operating at 450°C., and still obtain good heat transfer. Gas may be used by inserting burners through holes in the dies or the tools may be heated externally, in some cases with ring burners consuming oxy-acetylene. Some means of temperature control is required, and chopper-bar controllers with solenoid operated valves have been recommended.

For high temperature welding a lubricant is necessary to prevent the sticking of the sheets to the tools. One such preparation consists of 3.5 lbs. powdered talc, 175 lbs. sodium nitrate, 10 ozs. potassium nitrate,  $\frac{1}{2}$  oz. potassium chromate and 0.75 gallons of water. In some cases powdered talc merely dusted over the area to be welded is satisfactory.

No lubricant is necessary at room temperature or with the projection welding technique which will be described later.

2. *Butt welding of bars and sections.* The ends of the bars or sections should preferably not be sawn but machined flat. If this machining is done without lubricant no further preparation is necessary, apart from light scratch brushing before welding.

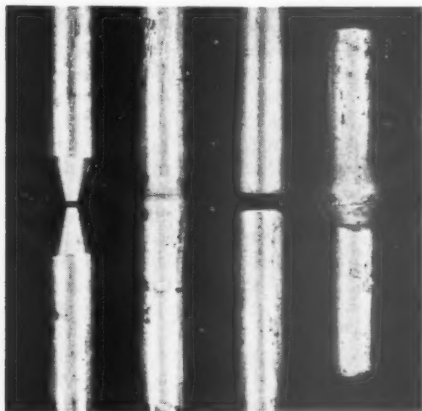


FIG. 5. Effect of chamfering on weld shape.

In the case of bars or tubes some chamfering is often worth while as it reduces the quantity of upset material which may have to be removed after welding. By judicious use of chamfering (see Fig. 5), dressing after welding may be entirely eliminated.

Heating is best carried out by means of multi-orifice oxy-acetylene burners which are usually water-cooled. These are often made in two parts so that they may readily be removed from the welded joint.

In the case of light alloys the orifices may be relatively coarsely pitched along the joint at a distance of  $\frac{1}{4}$ – $\frac{1}{2}$  in., compared with burners for steel in which the pitch must be a good deal closer. When oxy-acetylene is used the inner cone should not touch the surface of the metal, but terminate about  $\frac{1}{4}$ – $\frac{1}{8}$  in. away from it. Induction heating may be a possibility in the future, but has not been used on light alloys to the author's knowledge. The use of this method should obviate difficulties due to uneven heating in the case of solid numbers of considerable thickness.

The sections to be welded are clamped firmly in a horizontal or vertical hydraulic press and before welding a high pressure is applied so as to minimise the access of air during heating up. This should be of the order of 5 tons/sq. in. in the case of light alloys. The hydraulic pressure line is usually closed during heating-up, so that the pressure falls off as the metal gets more plastic. When the correct welding temperature is attained, the pressure in the system is suddenly increased so that the heated metal is upset and a weld obtained. Due to the plastic state of the metal at welding temperature, the upset pressure only needs to be about one-third of the initial pressure.

The relationship between pressure, temperature and time in welding by this method is shown diagrammatically in Fig. 6.

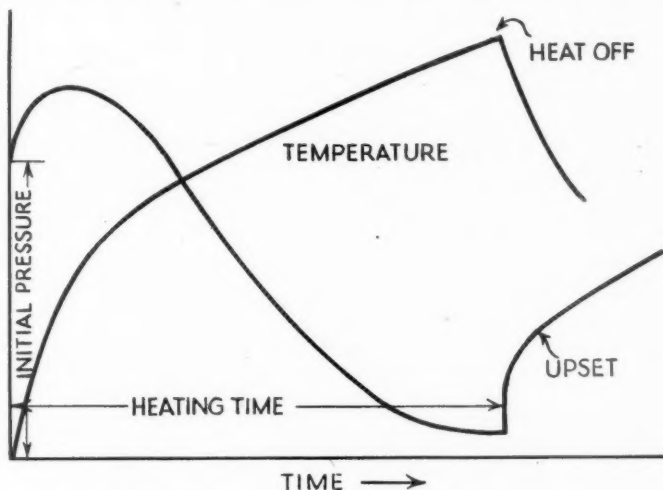


FIG. 6. Variation of temperature and hydraulic pressure with time during pressure-butt welding.

The quality of the weld is determined mostly by the degree of upset or increase of area at the weld interface. The effect of upset on the strength of welds in the Al-Mn alloy (AW3A) and in the aluminium-silicon-magnesium alloy (DTD423B) is shown in Figs. 7 and 8. Whereas in some materials, for example, commercial purity aluminium and the aluminium-manganese alloy, the actual welding temperature is not critical providing a definite minimum upset is obtained, in the case of the majority of alloys the upset must occur within a certain limited temperature range.

An indication of the welding conditions for various alloys is given in Table II, together with the joint strength expressed as a percentage of the strength of the original material.

The welding time depends to a large extent on the thickness of the members being welded. Too rapid heating means large differences in temperature between the interior and the surface, resulting in a poor weld in the interior of the joint. For example, the correct heating time for  $\frac{3}{4}$  in. diameter bars is from 30 seconds to one minute, the exact time depending on the thermal conductivity of the material and the shape of the ends of the bars.

# PRESSURE WELDING LIGHT ALLOYS

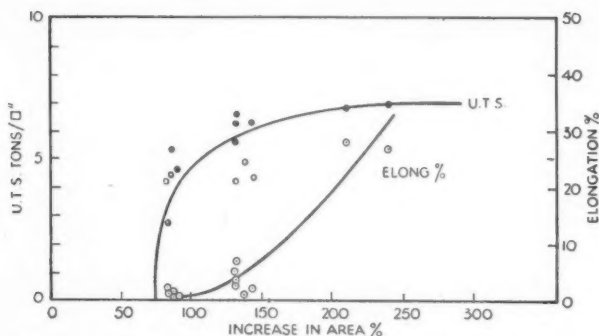


FIG. 7. Effect of upset on strength of pressure welds made at 550° C in Al-Mn alloy (AW.3).

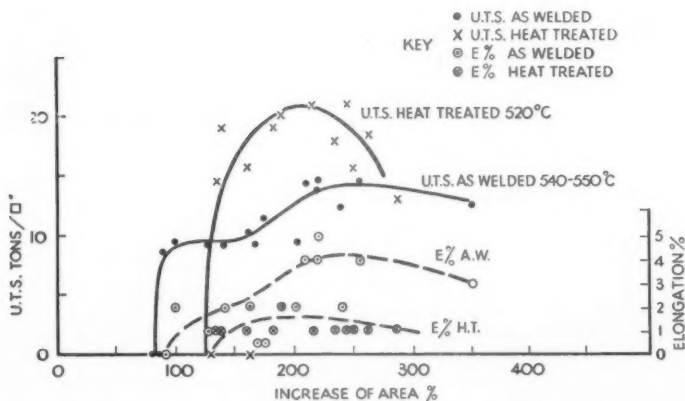


FIG. 8. Effect of upset on strength of pressure welds in Al-Mg-Si alloy (D.T.D. 423 B).

Such a time is somewhat longer than that required for flash-butt welding where the flashing time for the same cross sectional area will be about 10 seconds. On the other hand, the time required for pressure welding will be a lot less in a thinner section material, while that for flash-butt welding will remain substantially constant for the same area.

The heat input in pressure welding should be such as to raise the component to the welding temperature in a suitable time. In practice, however, it is not possible to measure the temperature at

the interface and some other means have to be used in order to upset at a certain temperature. By trial and error a satisfactory rate of heat input can be obtained by adjustment of gas flow to the burners. While it is not possible to reproduce this rate of heat input accurately in view of draughts, etc., if this method is used in conjunction with the degree of upset, good consistency can be obtained. To the production engineer other methods will occur, e.g., time of upset can be judged by noting the fall in pressure in the closed hydraulic circuit (see Fig. 6) and applying the upset pressure when the initial pressure has fallen off to a certain value. Normally the pressure rises at the beginning, due to thermal expansion of the parts being welded, then the pressure falls and upset should occur when the fluid pressure falls to a small but significant value.

**APPLICATIONS** (a) *German Heat Exchanger Component.* This is the first recorded application of the pressure welding process to light alloy sheet.<sup>2</sup> The component is shown in Figs. 9 and 10. The material used was similar to our Al-Mg-Si alloy to DTD346 or AW4, which has been found to have very good hot welding properties. The 0.016 in. thick sheets were prepared by pickling and scratch brushing. After cutting, folding and punching holes for location and the air injection nozzle, the sheets were smeared with a preparation to prevent sticking to the hot tools. The analysis was given earlier in this paper. The application of this preparation was only necessary for every second component, since sufficient of the preparation adhered to the tools.

The tools were gas heated to 450°C. and were first brought into contact with the sheet under light pressure supplied by a pneumatic

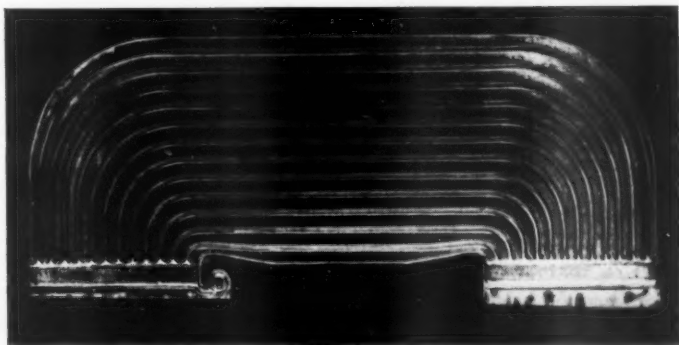


FIG. 9. Pressure welded German heat-exchanger element.

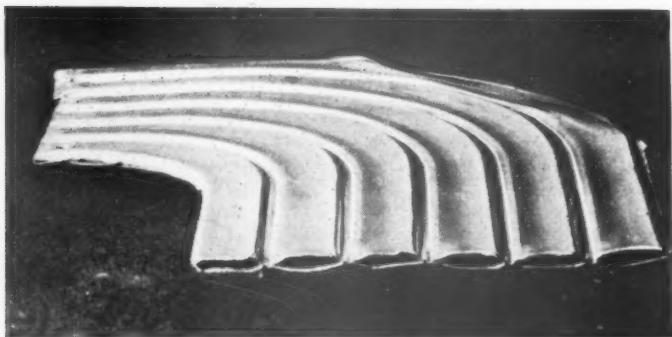


FIG. 10. Section of heat-exchanger element.

die cushion in the bed of the crank press. (The die cushion was supplied by air at a pressure of 40–50 lb./sq. in.). During the time that the press ram is descending and just before it reaches the bottom of its stroke, compressed air at 300 lb./sq. in., preheated to 450°C., is injected into the component between the sheets so as to expand the honeycomb passages against the die walls. This also controls the deformation of the sheet during welding. Immediately after this the full welding pressure is applied, amounting to 130 tons. The total time taken to make one component from floor to floor, is 30 seconds, of which 5 seconds is heating, 1 second welding time, 5 seconds for exhausting the air and 19 seconds for removing and inserting the new component. The component measured overall 20 in.  $\times$  8 in. and in this there was 40 ft. of weld seam about 0.080 in. wide. The reduction of sheet thickness at the weld area was 50–70%. The details of the tools used are shown in Fig. 11.

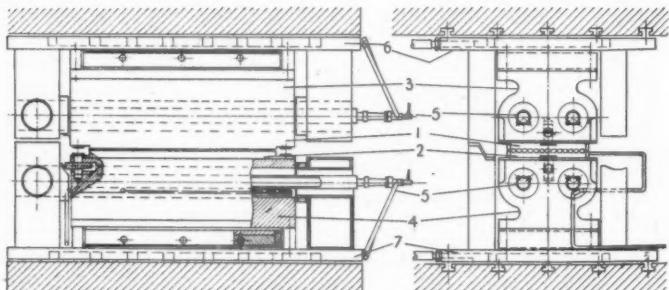


FIG. 11. Tools used for German heat-exchanger element. 1, 2: top and bottom dies; 3, 4: heat-resisting steel blocks; 5: gas burners; 6, 7: water cooled plates.



The tool material was 1.8-2.0% carbon, 12% chromium steel. The tools had produced 750,000 components before production ceased and it was thought that 1,000,000 could have been produced before redressing of the dies would have been necessary.

(b) *Pressure welding in a projection welder.* In the welding of light alloys there is still scope for a method of welding similar to the projection welding of mild steel. In the projection welding process, a high current is passed through the contact between a sheet containing a number of projections, and one without, so that a number of welds similar in shape to spot welds can be made simultaneously. It is not possible to projection weld light alloys, due to the special characteristics of these materials which allows the projection to collapse before sufficient heat is produced to make the weld. However, by means of pressure welding, several welds can be made simultaneously in a machine similar to a projection welder. The current required is much less than when spot welding light alloys and the pressure required is about three times greater. A special control gear of the "on-off" type should be fitted in order to ensure a substantially constant temperature in the weld area for a short time. One method of tooling such a job is shown in Fig. 11. High resistivity steel inserts are brazed into high conductivity blocks. The passage of current causes the high resistivity elements to heat up and heat is transferred to the sheet being welded. Due to exceedingly high pressure, resistance heating arising from the contact resistance between the sheets is almost entirely eliminated, thus avoiding inconsistency due to this source. The sheet surfaces must be cleaned as for other methods of pressure welding.

Some authorities see the eventual use of this technique in light alloy spot welding. One of the most disadvantageous aspects of spot welding compared with riveting lies in the cast material in the centre of a weld with its consequent poor ductility. Pressure welding by avoiding fusion leaves the metal in a ductile state. On the other hand, a pressure weld in lapped sheets still has one of the disadvantages of a spot weld, i.e., the notch effect between the weld and the sheets. Using tools of the type shown in Fig. 12 with 0.45 in. diameter inserts, single welds have been made in a projection welder in 18 gauge aluminium clad duralumin type alloy. The pressure used was 3,500 lbs. and the current 8,000 amps. for 100 cycles duration. The deformation was 5-10%, which compares favourably with spot welds. The resultant weld strength was about 1,000 lbs., and it is likely that had a timer of the "on-off" type been available, high strengths would have been obtained.

(c) *General applications.* The possible applications of pressure welding are numerous. The process could be used for the joining of bars, tubes, window sections, etc. In this field flash-butt welding is a competitor but pressure welding equipment has the advantage

#### PRESSURE WELDING LIGHT ALLOYS

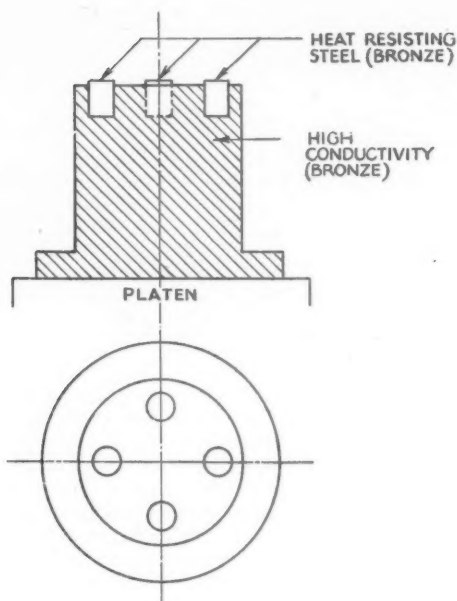


FIG. 12. Tools for making pressure welds in a projection welder.

of being more flexible and in many cases of giving better quality joints. The cold pressure welding technique developed by G.E.C. can be used for the longitudinal seam welding of tube, the welding of small articles principally involving annular seams, and the making of small welds in the assembly of toys and boxes, etc., from aluminium sheet.

In the hot welding of sheet it is possible to fabricate at one stroke of the press a complete assembly containing many tens of feet of welding. The process could be applied to car doors, metal furniture and all types of sheet metal assemblies. On a smaller scale, a modified projection welder could be used to produce a small number of individual welds in groups, such as are required for welding handles to pans, in one operation.

The application of hot pressure welding to large assemblies at the present time is a job for the development engineer. The initiative has passed out of the hands of the research worker, who has determined the welding conditions, and it is now a matter of

applying the process to a suitable assembly and tooling it up, to show that pressure welding is an economical production proposition.

The development work required to get a specific component into production will take some time as shown by the history of the German heat exchanger. Operating press tools consistently at temperatures as high as 450°C. is not a simple job, since it involves producing an even temperature over the whole die area, and eliminating warping due to temperature differences between the die faces and the attachment to the press. The advantages, however, should make the use of this process well worth while.

## REFERENCES

- <sup>1</sup> Cold Pressure Welding. General Electric Co. Ltd., Wembley, England.
- <sup>2</sup> Herrman. *Met. Ind.* 1946. Feb. 22. p. 143.
- <sup>3</sup> Tylecote. *Trans. Inst. Weld.* 1945. Vol. 8. Nov. p. 163.
- <sup>4</sup> Tylecote. *Welding Research.* 1948. Vol. 2 (5). p. 94.
- <sup>5</sup> Tylecote. *Welding Research.* 1949. Vol. 3 (2).
- <sup>6</sup> Curran, Patriarca and Hess. *Welding Journal* (Suppl.). 1948. Dec. p. 577.
- <sup>7</sup> Tylecote. *Sheet Met. Ind.* 1948. April. p. 787-792.

**Deformations and Pressures Required for  
Hot and Cold Pressure Welding of Aluminium Alloy Sheet—Table 1.**

Alloy	At 490°C.		At 20°C.	
	Minimum Deformation %	Pressure tons/sq. in. of die area†	Minimum Deformation %	Pressure tons/sq. in. of die area*
High Purity Aluminium ... ..	20	1	60	10-15
Commercial Purity Aluminium ...	20	4	70	20-30
Al-2% Mg., Soft ...	20	5	70	30
Al-Mg-Si, Soft ...	10	3	71	35
Al-Mn (DTD.213A)	20	5	80	40
Duralumin-type alloy ... ..	20	5	80	> 40
Aluminium clad Duralumin ...	30	5	—	> 40

\* Pressures are those required for narrow tools used in cold welding, to facilitate "flow".

† Pressures apply to circular tools. Slightly less for narrow tools.

**Temperature, Upset and Weld Efficiency of  
Pressure Butt-Welded Joints in Bar (As Welded)—Table 2.**

Alloy	Upset ; % increase in area	Welding Temperature °C.	% Efficiency
Al-1% Mn (AW3A)* ...	200	500-600	100
Al-Mg-Si (AW4A)* ...	250	520-560	100
Al-7% Mg (AW7A)* ...	300	500-540	80-95
Al-Mg-Si-Cu (DTD.423B)	250	500-520	65
Al-Zn-Mg-Cu (DTD.363A)	400	460-480	65
Al-Cu-Mg-Mn (B.S.6LI) ...	350	480-500	55

\* B.S./S.T.A.7 Schedule.

## DISCUSSION

In reply to a question as to the minimum thickness of normal commercial purity aluminium that could be pressure welded, Mr. TYLECOTE said that articles had been pressure welded down to about 0.005 in.—toothpaste tubes and so on. He would say that the minimum thickness was very small indeed, of the order of 0.001 in. or 0.002 in.

Mr. HILL asked how oxidation was eliminated. Presumably raising the temperature to 450°C. would cause a certain amount. Would any flux be used?

Mr. TYLECOTE said there would undoubtedly be oxidation if the temperature were raised in air, but he thought he had made it clear that pressure must be applied first, to seal off from the air the faces to be welded. Scratch-brushing before welding upset the surfaces and removed much of the oxide. The two pieces could then be put together and heat applied—if heat was to be used.

Mr. MAYBURY asked whether cold welding at room temperature could be applied to any other metal and whether this meant that at 200°C. one could put sheets in a punch and hit them with a hammer, which would actually weld the two together.

Mr. TYLECOTE replied that he had practised this technique at home for a long time and had made toys for his children by pressure welding. He objected to drilling a hole in a sheet and then filling it in with a rivet. It was possible to pressure weld with a hammer and punch from one side, although it was not possible to make an indentation from both sides by this means.

The G.E.C. had done a lot of work on this subject. They had applied the method to other materials, he understood, but aluminium was one of the most readily welded materials at low temperatures. They had welded copper and silver, but curiously enough although silver did not seem to have much of an oxide film, it did not lend itself readily to cold pressure welding, and required deformation of the order of 90%, so that only 10% of the original material was left. Aluminium required a deformation of about 60 or 70%, so there again only 30 or 40% remained. However, this did not detract from the value of the process. The welding could be so organised that plenty of material was left where it was wanted.

Mr. RIDPATH asked whether it was a practical proposition to weld fairly small gauges of wire by the pressure welding process. He had in mind 10 gauge and smaller. Secondly, where there was this very great deformation during the weld, was it recommended that it should be annealed afterwards? He was referring now, he said, rather to cold welding where there was a material very much cold-worked and a very hard area adjacent to a comparatively soft area, which might be somewhat dangerous.

Mr. TYLECOTE said that as far as he was aware cold-working was usually beneficial. It increased the strength of the joint and no annealing was required. The ductility of aluminium after it had been cold-worked to approximately 100% was still extremely high, and the cold-working did not detract from it; on the other hand, it assisted in strengthening the joint. The material where locally thinned, although thinner, was stronger after cold-working and there was a safer zone on either side that had ductility.

On the question of wires, he said that the lap-welding of two wires of 10 gauge was possible. It was possible to overlap them and by using a narrow punch to weld the two together. For drawing down afterwards, however, that type of joint would be of no use. It was possible to weld small wires by the pressure butt-welding technique at higher temperatures. He himself had welded small wires of the order of 10 gauge in a lathe, putting each wire in a chuck, heating them with a blowpipe and upsetting them by moving the tailstock along.

Mr. OGDEN stated that some time ago his firm had had occasion to investigate the possibilities of cold-welding aluminium foil, the gauge of the foil being something like 0.0004 in. G.E.C. carried out the investigation and found that no pre-treatment such as scratch-brushing or pickling was necessary. Obviously one could not scratch-brush foil 0.0004 in. thick. Why was no pre-treatment necessary on such a thin sheet?

Mr. TYLECOTE said he could not answer this question. He had always found scratch-brushing at least to be absolutely necessary,

and he was rather surprised to hear it had been found possible to weld foil without scratch-brushing or without pickling. He had himself welded materials with a form of pickling, but scratch-brushing was comparatively simple. It could be used, he thought, with a backing strip, on foil as thin as 0.0004 in.

Mr. WESTON said he had understood the lecturer to say that 490°C. was a high temperature for welding and he preferred the lower temperature of 200°C. That did not seem to be quite right, because surely it meant normalising the Alclad materials, and afterwards they could be hardened; whereas 200°C. would soften them, and there would be difficulty in normalising and possibly also corrosion.

Mr. TYLECOTE said that this was correct. In talking about welding at 200°C. he had had in mind not Alclad, but commercial purity aluminium. By using temperatures slightly higher than room temperature it was possible to cut down the pressure immensely. One could then weld in a given press a larger area of material. If one increased the temperature from room temperature to 200°C., which should not be difficult, one could reduce pressure by about half on aluminium.

Mr. R. J. SMITH asked what were the electrical characteristics of the weld from the point of view of resistance.

Mr. TYLECOTE presumed this meant its conductivity in connection with electrical points. He said that the G.E.C., who had done much of the work on cold-welding, had found that the electrical conductivity was extremely good and perfectly satisfactory. He could not give the exact figures but in some of their literature on this subject they had said, he believed, that it was as good as an equivalent length of insulated material.

Mr. ADCOCK said he was under the impression that scratch-brushing preparation had to be carried out just prior to the pressure-welding. He foresaw difficulties there in dealing with large quantities of components in mass production. How long could the parts be left after scratch-brushing and before pressure-welding and still receive a satisfactory weld?

Mr. TYLECOTE said there was difficulty, which could be overcome by means of an even flow of work. The maximum time interval recommended would be quarter of an hour between scratch-brushing and welding. In industrial conditions the longer the interval the more likely was the surface to be contaminated by grease-marks, etc.

Mr. ADCOCK pointed out that the rate of scratch-brushing was nothing like the rate of pressing.

Mr. TYLECOTE said that a whole line of rotary brushes on a common spindle could be used. The sheets were passed through as through a mangle and went on to the press, but with small annealed parts, difficulties might arise.

Mr. MAYBURY asked whether the speaker had had any success or any experience with castings, particularly die castings. He could visualise a manufacturer having a certain pattern cast and wanting to make modifications or additions. It might be cheaper to adopt the new principle rather than to use the old method of building up.

Mr. TYLECOTE said the grain structure did not matter. There should be no difficulty in welding die castings providing the material was cleaned up properly. He had butt-welded sand cast bars, but there was one difficulty—die castings could only be butt-welded. They could not be lap-welded.

Mr. MAYBURY said he had had experience of butt-welding nickel wire to a flat mild steel surface. The actual component was a sparking plug and there was a certain amount of undesirable deformation. After a little experimenting it was found possible to cut down the deformation by cutting down heating time. The components had been brought to the point where there was no visible deformation at the joint. There seemed to be some relationship as regards deformation between heating time and pressure. Could the lecturer explain this?

Mr. TYLECOTE said the problem was a difficult one, two different metals being concerned. In welding them, there was fusion, giving an alloy which might be brittle. If welding time was cut down, there would possibly be less of the alloy and a stronger joint with less deformation.

Mr. REID asked whether scratch-brushing did not defeat the object of using Alclad and affect the corrosion properties.

Mr. TYLECOTE replied in the negative, adding that scratch-brushing removed a very fine surface layer, which was very thin compared with the thickness of aluminium in the thinnest Alclad sheet. The scratch-brush should consist of very fine steel wires and a very light pressure should be used. The speed should be high and just enough pressure should be applied to get a matt surface.

Mr. MASON expressed the view that pressure welding would be useful to the aircraft industry and asked what was the reaction of welds to vibration.

Mr. TYLECOTE said he could not express any opinion regarding lap-welds in sheet, since no fatigue tests had been carried out on pressure welds in sheet made with lap joints. Such welds were likely, in some cases, to be about the same as spot welds, judging by the construction of the joint, and spot welds did not compare very favourably with rivets. On pressure welds on other members, that was to say, pressure butt-welds in light alloys, there was as yet no information. A great deal of pressure butt-welding had, however, been done on steel and some of the other non-ferrous materials,

such as aluminium bronzes, and they had shown very good results in fatigue tests.

The pressure welding technique had been used in the assembly of landing gear in aircraft, presumably because it provided a very high quality welded joint.

Mr. ADAMS asked for a comparison of the cost of assembly as between fixing on the handles of saucepans by pressure welding with all the preparation necessary, and—say—piercing holes in aluminium saucepans and riveting. He felt that the preparatory work would more or less kill the pressure welding business.

Mr. TYLECOTE replied that as a research worker and not a production engineer, he was not concerned with cost. Cleaning was not very difficult, however; to put a scratch-brush across a job and put the two halves together was not very complicated or expensive as compared with drilling or piercing a hole and filling it up again.

Mr. LAURENS asked what results the lecturer had had with the pressure welding of high quality stainless steel.

Mr. TYLECOTE said he had had no experience of welding with stainless steel. He could only suppose that the temperature would be fairly high. The difficulties with pressure butt-welding of stainless steel should be no greater than with steel, which was one of the most easily butt-welded materials. Lap welding was an entirely different proposition. It was necessary to find the tools that would stand up to the pressures required at the welding temperature. Stainless steel needed quite a high pressure at not more than 700 to 800°C.

Mr. LAURENS said he had seen it done very proficiently by roll fusion in the sheet form. He wondered how it compared with pressure welding.

Mr. TYLECOTE said the pressure welding technique was used in the making of clad sheets by rolling. The three metal sheets—two of stainless steel and the centre piece of ordinary steel—were passed through the rolls together after heating. The same method was used in making Alclad aluminium. It was feasible, but making a component out of stainless steel would be rather difficult.

Mr. TOWNSEND asked whether it would be possible to pressure weld a strip of silver foil, probably about 0.004 in. thick, to the centre of a phosphor bronze strip of say 0.020 in. thick, so that the phosphor bronze strip would perhaps be about 2 in. wide and the silver some  $\frac{3}{8}$  in. wide?

Mr. TYLECOTE thought this might be tried. What worried him was that the silver would be a good deal softer and would deform more than the phosphor bronze. It might be very thin, only one-tenth of what it was to begin with. If the two could be welded together, he thought the result would be electrically satisfactory.



## Notes

## Notes

## Notes



# "Give us a lift"

A call frequently heard in work-shops means a loss of output when the other man leaves his job.

## MARTON AIR HOISTS

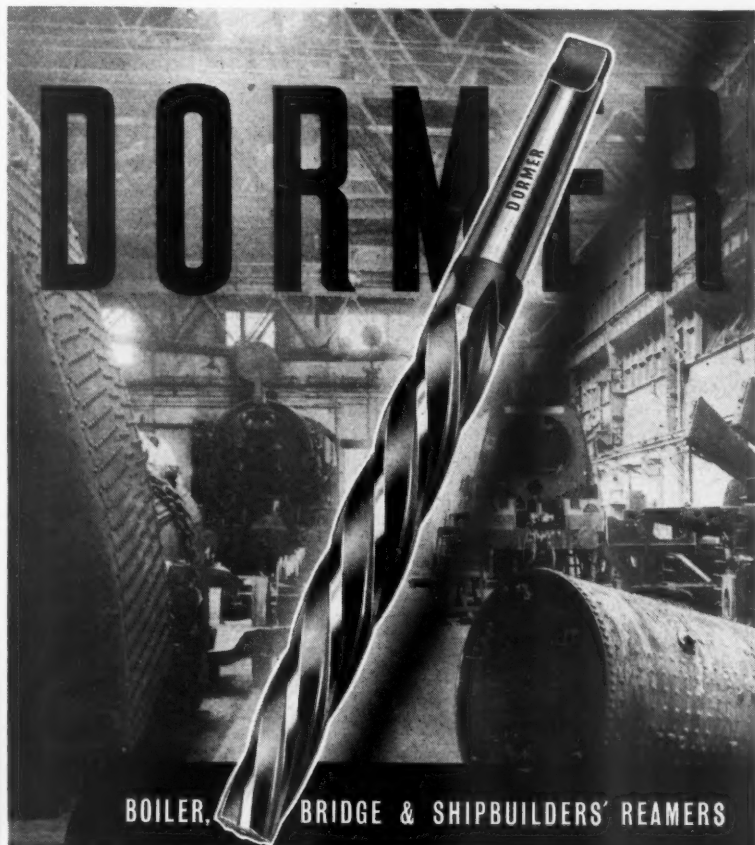
Make this call unnecessary and provide the ideal means of handling and positioning loads precisely from one cwt. upwards speedily, safely and economically.



# Give PRODUCTION a lift

## WITH MARTON AIR HOISTS

**MARTON AIR EQUIPMENT**  
14, PARKSHOT • RICHMOND • SURREY • ENGLAND  
RICHMOND 3348



**DORMER**

**BOILER, BRIDGE & SHIPBUILDERS' REAMERS**

**THE SHEFFIELD TWIST DRILL AND STEEL COMPANY LIMITED**

SHEFFIELD · ENGLAND

PHONE: 24137 (5 LINES)

GRAMS · PROELLS · SHEFFIELD

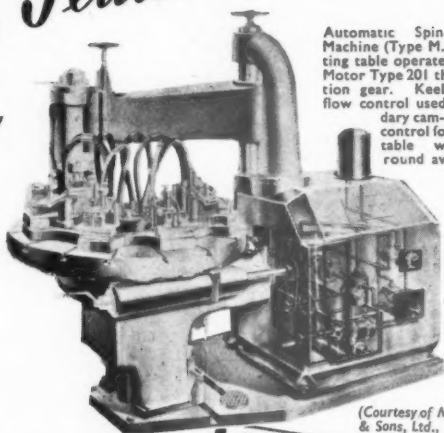
LONDON OFFICE · THAMES HOUSE · QUEEN STREET PLACE · E.C.4 PHONE, CENTRAL 7335 GRAMS · PROELLS · LONDON

**MANUFACTURERS OF HIGH SPEED TWIST DRILLS, REAMERS AND SMALL TOOLS**  
DORMER TOOLS ARE OBTAINABLE FROM YOUR USUAL ENGINEERS' MERCHANTS



*Trade Mark*

# Non-Pulsating Fluid **POWER**



Automatic Spindle Moulding Machine (Type M. A.) with rotating table operated by Keelavite Motor Type 201 through a reduction gear. Keelavite Patented flow control used with a secondary cam-operated speed control for slowing down table when profiling round awkward shapes.

(Courtesy of Messrs. Thos. White & Sons, Ltd., Paisley, Scotland).

This is but one of hundreds of applications of Keelavite Hydraulic equipment designed for the job yet the circuit is built up from Standard pumps, valve gear etc.

## Keelavite Hydraulics

If you have any kind of problem demanding the flexibility of non-pulsating fluid power our designers can solve it - in all probability from Standard Units.

**KEELAVITE ROTARY PUMPS & MOTORS LTD. ALLESLEY, COVENTRY**

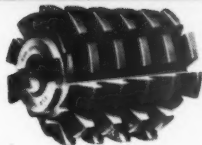
**ENGINEERING and MARINE EXHIBITION**  
**OLYMPIA, LONDON - AUG. 25th to SEPT. 10th 1949**

See Our Stand—No. 11, Row H.H., First Floor, Empire Hall

# ENGINEERS SMALL TOOLS



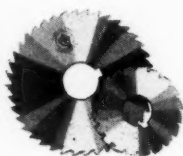
MILLING CUTTERS



HOBS &amp; FORM CUTTERS



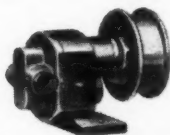
REAMERS &amp; DRILLS



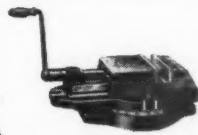
SAWS



DRILL CHUCKS



OIL &amp; SUDS PUMPS



MACHINE VICES



## STANDARD AND

"CARDINAL" BLADED MILLING CUTTERS  
 "CARDINAL" INSERTED BLADE FACING  
 HEADS · "CARDINAL" DRILL CHUCKS 3 JAW  
 "CARDINAL" RAPID SLIP DRILL CHUCKS  
 "CARDINAL" TAPPING ATTACHMENTS  
 "CARDINAL" GEAR PUMPS FOR SUDS &  
 OIL · "CARDINAL" MACHINE VICES  
 "CARDINAL" COUNTERBORING SETS

## SPECIAL TOOLS

HIGH SPEED STEEL MILLING CUTTERS  
 INCLUDING SIDE & FACE CUTTERS, FACING  
 CUTTERS, SHELL END MILLS, ANGLE CUTTERS,  
 HOLLOW MILLS, GEAR CUTTERS, END MILLING  
 CUTTERS, HOBS & FORM CUTTERS · REAMERS  
 — SOLID & ADJUSTABLE · TWIST DRILLS  
 COUNTERBORES, JIGS & FIXTURES

# THE BROOKE TOOL MANUFACTURING COMPANY LIMITED

WARWICK ROAD · GREET · BIRMINGHAM 11 · Phone Victoria 2323

**They're talking  
again about  
PRESSURE  
DIE-CASTINGS**

**This time  
it's about  
MOTOR  
END COVERS**



ALL HOLES AND DIMENSIONS CAST TO CLOSE LIMITS WHEN REQUIRED

**WOLVERHAMPTON DIE-CASTING CO. LTD.**  
GRAISELEY HILL WORKS WOLVERHAMPTON.

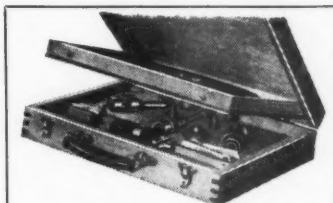


## The Broomwade Air Force *will speed production*



Engineering ingenuity has always striven to produce mechanical aids to increase production. To make better products, make them faster and at reasonable cost, yet retaining the typical British reliability, will always remain a problem for designers and engineers.

More and more industries are discovering the advantages of compressed air power and the Broom & Wade organisation, specialists in compressed air engineering for 50 years, now produce equipment for use in every industrial field. Broomwade pneumatic tools are as good as British workmanship and materials can possibly make them, and these are the tools which are backing up the production effort of the country—helping to produce more, better and cheaper goods.



3 tools in 1. The Universal "Supermite" outfit, comprising straight drill, right angle drill, die grinder. A handy kit for light engineering duties.



Here is one of our DX range of Chipping Hammers—the DX5. A new type of plate valve provides higher efficiency and smoother handling for the operator.

### THE BROOMWADE AIR FORCE

includes Chipping, Caulking and Sealing Hammers for light and heavy duties; Riveters of all types, Portable and Stationary; Rotary Tools, including Drills, Grinders and Sanders; Air Motor Hoists and Winches.

*We shall be pleased to supply fully descriptive literature on these and other pneumatic tools upon receipt of your request.*



The "Broomwade" Air Motor Hoist, operates by a unique, crankless, air motor, providing a lift up to 15 ft. with previously unattained economy, and it is reliable and safe. Other features include automatic protective cut-off at top and bottom positions, automatically applied brake when controls are released, wire rope positively guided on drum—rollers prevent riding off. Hoists are made for 15cwt. and 20cwt. loads

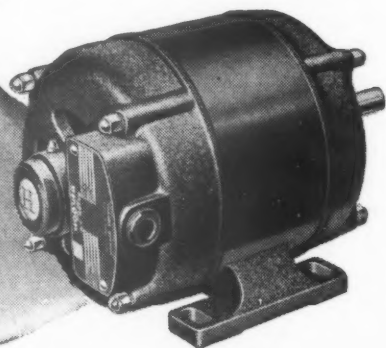
# "BROOMWADE"

*Pneumatic Equipment for all purposes*

**BROOM & WADE LIMITED,**  
HIGH WYCOMBE      BUCKS.  
Telephone: High Wycombe 1630 (9 lines)



## HIS ALL- ROUND EXPERIENCE—



### — WITH HOOVER F.H.P. MOTORS

TRADE MARK

***will help your plans  
for increasing  
customer satisfaction***

He is a Hoover Technical Representative; he spends his time dealing with F.H.P. motors. Naturally, therefore, he has a store of sound, practical advice on all kinds of F.H.P. problems. Behind him, too, stands the world-wide Hoover

organisation with its vast accumulation of research and technical knowledge and engineering experience. Why not arrange for this man to call and discuss your future plans. He may be able to give you much valuable information that will lead to still **GREATER CUSTOMER GOODWILL** towards your own products. Write to :—

## HOOVER LIMITED

INDUSTRIAL PRODUCTS DEPT. • PERIVALE • GREENFORD • MIDDLESEX

## CONVERSION OF PRESSES to DIRECT-HYDRAULIC SYSTEM

A saving of 75% in electric power can be made by conversion of existing presses from accumulator system to the direct-hydraulic system. There are many other advantages to be obtained from conversion to direct operation with 'Electraulic' High-Speed Pumps, which give working pressures up to 7,000 p.s.i. and direct electric drive at 1,500 r.p.m.

The press illustrated is a 100 ton three-ram flanging and upsetting press installed in 1942. All three rams are independently controlled—10 tons to 100 tons—by a turn of a knob.

(Illustration by courtesy of The Hunslet Engine Co., Ltd., Leeds)



**TOWLER BROTHERS (Patents) LTD**  
**RODLEY • NEAR LEEDS**

# SAMUEL GILL & SONS

(ENGINEERS) LIMITED  
LYTHALLS LANE, FOLESHILL  
COVENTRY

ENGINEERS  
TOOL MAKERS  
JIG AND TOOL  
MAKERS

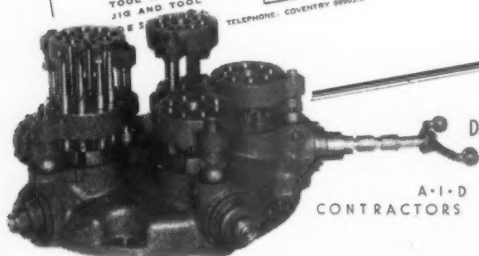


TELEPHONE: COVENTRY 8860518

JIGS, GAUGES  
MACHINE TOOLS  
MEASURING  
INSTRUMENTS



- JIGS • TOOLS
- GAUGES •
- MACHINE
- TOOLS •
- MEASURING
- INSTRUMENTS



DESIGNERS *and*  
MANUFACTURERS

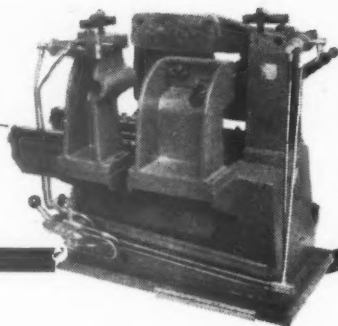
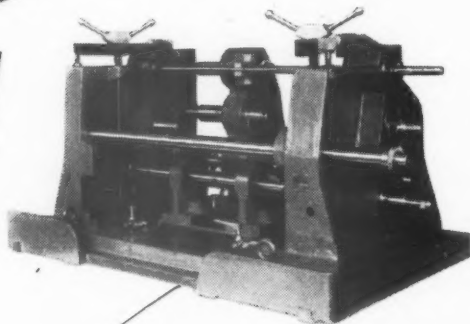
A.I.D. APPROVED  
CONTRACTORS TO H.M. GOVERNMENT

*Quality  
Tools*

FOR THE

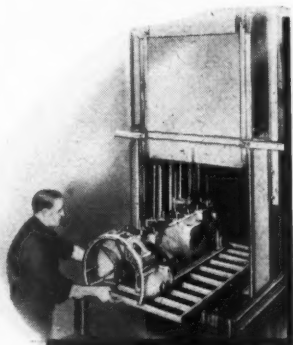


AIRCRAFT  
COMMERCIAL  
VEHICLE  
AND  
MOTOR  
INDUSTRIES



AND SONS

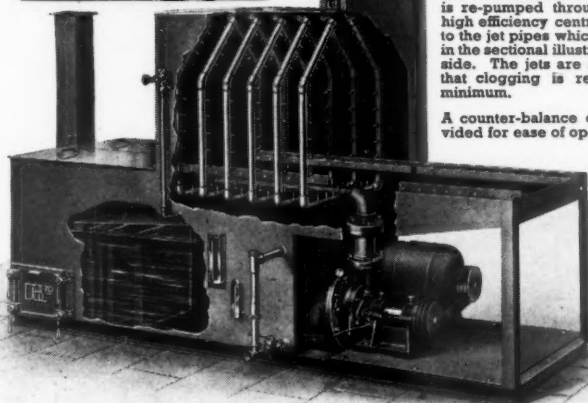
# DAWSON METAL PARTS CLEANING *and* DEGREASING PLANT for ENGINEERS



Made in three Standard models, DAWSON HYDROS will degrease and clean all types of metal parts. Small parts such as nuts, bolts, valves, are fed into the machine in wire mesh baskets while larger parts such as motor car engines are placed on the movable rack as shown in the top illustration.

The machine gives a pumped solution wash under pressure at 180° F. and after double filtration is re-pumped through a D.B.L. high efficiency centrifugal pump to the jet pipes which are shown in the sectional illustration alongside. The jets are arranged so that clogging is reduced to a minimum.

A counter-balance door is provided for ease of operation.



Sole Distributors & Consultants : **DRUMMOND-ASQUITH (SALES) LTD**  
King Edward House, New Street, Birmingham.

Head Office & Works : **DAWSON BROS., LTD** Gomersal, Leeds.

Tel. Cleckheaton 1080 (5 lines)

London Works, Roding Lane South, Woodford Green, Essex.

Tel. Wanssted 7777 (3 lines)

# G.P.A.

**G.P.A. TOOLS & GAUGES LIMITED****HARPER ROAD****WYTHENSHAW****• MANCHESTER****PHONE : WYTHENSHAW 2215.****GRAMS PNEUTOOLS, PHONE**

*We can now  
accept your enquiries  
for*

## **JIGS • FIXTURES & GAUGES**

**PRESS TOOLS • MOULDS AND  
SPECIAL PURPOSE MACHINES**

*of all kinds*



Up-to-date shops specially laid out and equipped for making, on a production basis, every type of precision ground gauges; limit snap, form, calliper, taper and special purpose gauge, as well as jigs and fixtures of all kinds, press tools, moulds and special purpose machines. Highest class workmanship and accuracy guaranteed.

**G.P.A. TOOLS & GAUGES LIMITED**

**Guaranteed Precision Accuracy**

*Members of the Gauge & Tool Makers' Association*

# LIFT IT BY KING

KING Electric Chain Pulley Blocks are in constant use helping to speed up production in most countries throughout the world. Blocks are fitted with safety limit switches and are designed for continuous heavy duty. Capacities are from 5 cwts. to 10 tons.

**FOOTNOTE:** A man-sized cauldron weighs 300 lbs.—half full of water 920 lbs., and a missionary weighs approximately 168 lbs. Total load, say, 10 cwts.



**NEW!** With the introduction of the latest KING Marvex Model Electric Block, an attractive 12-page booklet is published. This gives full information about KING Blocks and many details covering the problem of lifting. The booklet is profusely illustrated and a copy will gladly be sent on request. Ask for L.S.49.

## GEO. W. KING LTD.

MAKERS OF ELECTRIC PULLEY BLOCKS, CRANES AND CONVEYORS. WRITE FOR ILLUSTRATED BOOKLETS.

**P.B.B. WORKS • HITCHIN • HERTS.**



# WARDITE TUNGSTEN CARBIDE TOOL TIPS

★ "Wardite" Tools and Tool Tips are in regular use cutting Steel, Cast-iron, Non-ferrous Metals and Plastics; and for Coal and Stone Drill Bits "Wardite" Grade "F R" has been found very successful

"Wardite" Tips and Tipped Tools are scientifically produced in a number of grades which adequately cover a wide range of applications. The selection of the correct grade is dependent on a number of factors with which WARD'S technical staff are thoroughly familiar. Their experience is available at call to help you with your machining problems. Write for preliminary data today.

**THOS. W. WARD LTD**  
**ALBION WORKS · SHEFFIELD**  
TELEPHONE 26311 (15 LINES) · TELEGRAMS "FORWARD" SHEFFIELD  
LONDON OFFICE: BRETTENHAM HOUSE · LANCASTER PLACE · STRAND · W.C.2



# BRIDGEPORT

**UNIVERSAL MILLING, DRILLING,  
BORING and SLOTTING MACHINE**

**Turret Swings 360° on Column**

**Overarm Rotates in Turret**

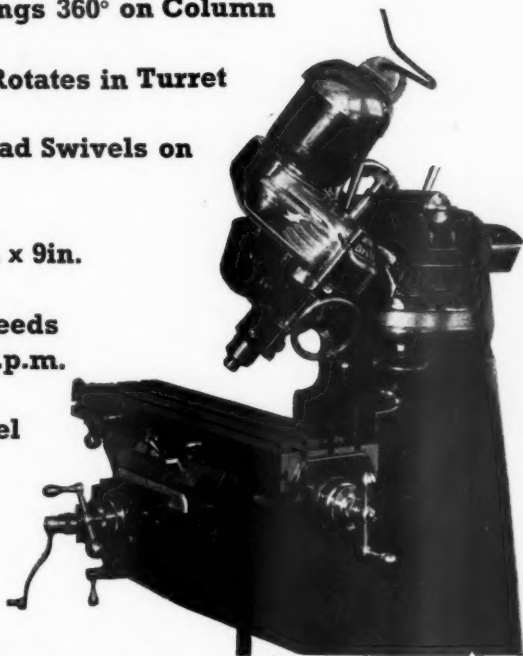
**Milling Head Swivels on  
Overarm**

**Table 32in. x 9in.**

**Spindle Speeds  
225-3385 r.p.m.**

**Quill Travel  
3½in.**

*Quick  
Deliveries*




A completely Universal Machine for Diesinking, Mould Making, Routing and General Toolroom use, adjustable to any angle for Milling, Drilling, Boring and Slotting.

**CATMUR MACHINE TOOL CORPORATION LTD.**

**WHITEHEAD HOUSE, 247-9 Vauxhall Bridge Rd., LONDON, S.W.1**

**Telephone : WHitehall 0094-5 (Extn. 4 Mr. Langley)**

# GEARS *for All Trades*



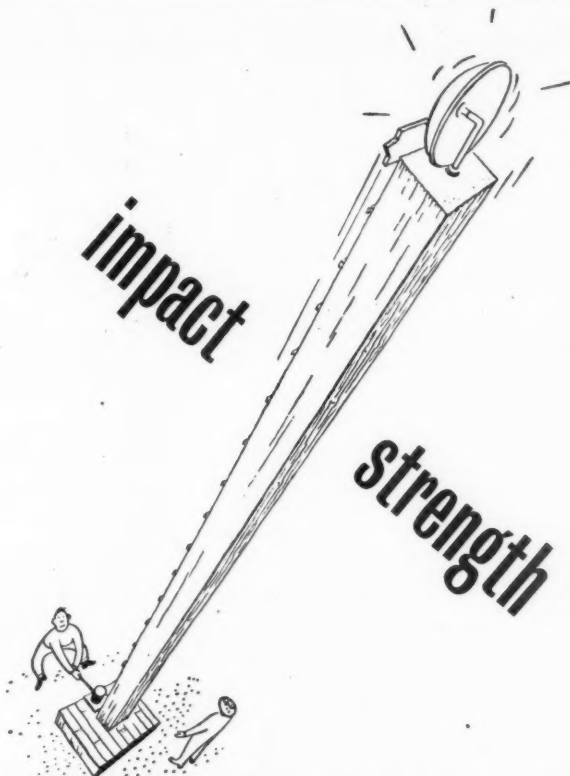
To our friends whose problem is one of Gear production, we offer the services of our technical and production staffs, with their specialised experience in the design and production of Gears for every industrial purpose. Our special facilities for the production of External and Internal Precision Gears — straight, helical and double helical — are at the disposal of those who require extra capacity.



## W·E·SYKES LTD

MANOR WORKS • STAINES • MIDDX.

Telephone: Staines 97819 • Telegrams: Sykutter, Staines



Many metal components have to stand up to a harder hammering than any muscular young man could inflict. That is one reason why so many stressed parts are die cast in MAZAK Alloy.

Because MAZAK is based on 'Crown Special' Zinc of 99.99+ % purity, the objections to early die casting alloys have been overcome. Inter-crystalline corrosion—which causes distortion and disintegration—has been banished. Every batch of MAZAK is spectrographically examined for purity and composition.

MAZAK has a high impact strength (42-43 ft. lbs. at normal temperatures). Hence its use for shock-absorber bodies, car door striker plates and spring-loaded door-closures.

Other advantages of MAZAK include high

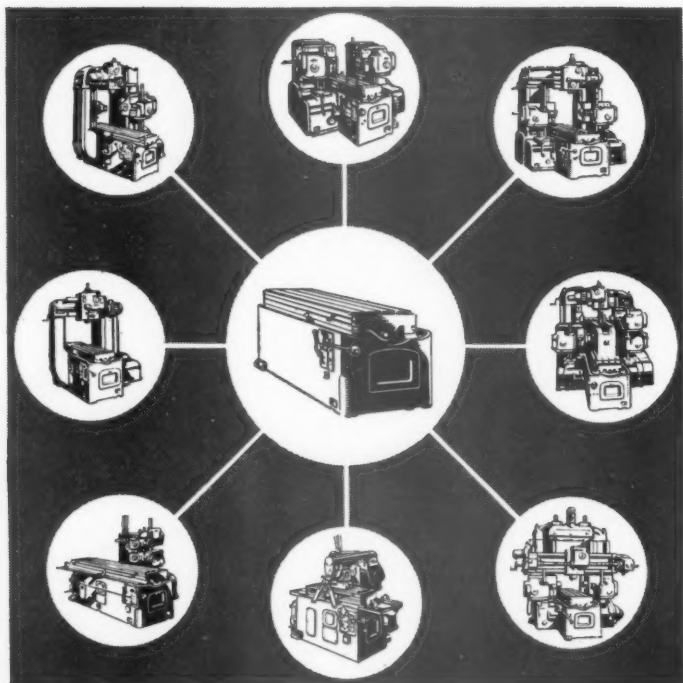
tensile strength; dimensional stability; durability; ductility; suitability for complex shapes and thin sections; high corrosion-resistance; low finishing cost and ease of plating. Above all, MAZAK provides the optimum combination of these qualities.

When such qualities are essential to die-castings, use or specify MAZAK Alloy.

# MAZAK

IMPERIAL SMELTING CORPORATION LTD. 37 DOVER STREET LONDON W.1

## THE CINCINNATI HYDROMATIC MILLING MACHINE



### Combine Operations—Reduce Costs

From a bed-table unit of appropriate size, the addition of standard and complementary units produces the Hydromatic Milling Machine suited to the requirements of the chosen component, enabling the maximum number of operations to be performed simultaneously. Investigate this system of construction in relation to your own needs and obtain increased production at less cost.

## CIN CINNATI

CINCINNATI MILLING MACHINES LIMITED, TYBURN, BIRMINGHAM, 24.

*Sales Representatives for Great Britain and Northern Ireland:*

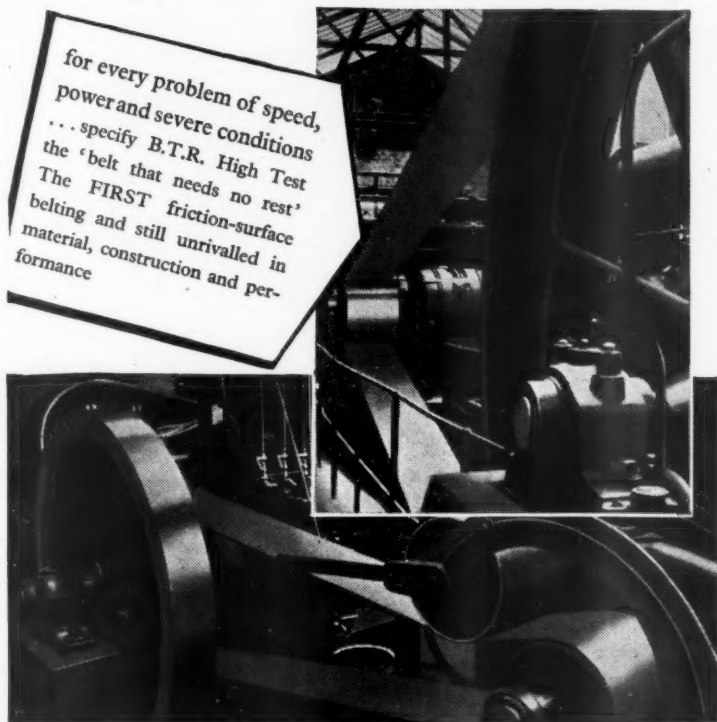
Charles Churchill & Company Ltd., Coventry Road, South Yardley, Birmingham, 25

*Sales Representatives for Eire:* Booth Bros. Ltd., Dublin.



## HIGH TEST TRANSMISSION BELTING

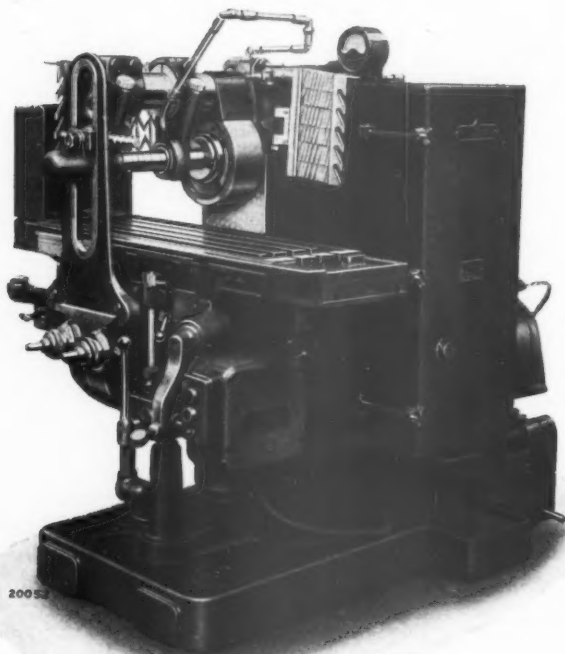
for every problem of speed,  
power and severe conditions  
... specify B.T.R. High Test  
the 'belt that needs no rest'  
The **FIRST** friction-surface  
belting and still unrivalled in  
material, construction and per-  
formance



**BRITISH TYRE & RUBBER CO. LTD.,**  
HERGA HOUSE, VINCENT SQUARE, LONDON, S.W.1



HERBERT

**EDGWICK No. 2 CARBIMIL**

**LONGITUDINAL FEED (Automatic) 20 in.**  
**SPINDLE TO TABLE MAX. 12 in.**

A powerful, robust machine for heavy repetition milling with carbide or high-speed steel cutters. Climb cutting or normal cutting. Quick-power traverse 300 in. per min. in both directions.

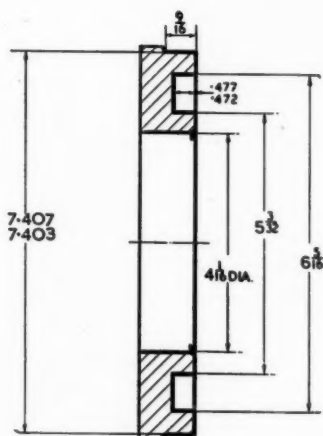
15/5 H.P. motor. Spindle speeds up to 990 r.p.m.  
Cutter protection by special overload device.

**IMMEDIATE DELIVERY**

**ALFRED HERBERT LTD · COVENTRY**



# HERBERT



## WHAT ARDOLOY WILL DO

This nickel-chrome steel Coventry Chuck Scroll is being machined on a Herbert No. 3a Auto Lathe in  $3\frac{3}{4}$  minutes, using Ardoloy Tools.

Let us carry out tests in your Works, we may be able to show substantial savings.

Ardoloy, a B.T.H. product, is supplied as loose tips or tipped tools in grades to suit all requirements.

SOLE DISTRIBUTORS:

**ALFRED HERBERT LTD • COVENTRY**

## 'Swift' to the rescue when cutting tough steel . . .

A blend of pure fatty oil (for lubrication), mineral oil (for limpidity) and chemically combined sulphur for film strength, SWIFT straight cutting oil is ideal for tooling really tough materials which tend to tug and tear unless the correct oil is present.

If you have any trouble with machining highly alloyed high-tensile steels, there is a SWIFT oil which resolves your difficulties.

SWIFT No. 3 is applied for the most arduous jobs, is non-smoking when fed in correct volume for heavy-duty machining, the sulphur incorporation enabling the film to resist high tool pressures. SWIFT No. 6 is of lower viscosity, and is widely used for automatics, thread millers and medium duty work. SWIFT No. 12 is the grade for utmost economy in not-too-exacting repetition work. Finally, there is SWIFT Base for those who wish to blend to their own requirements.



Already entrusted with much of the tooling in the large engineering shops, SWIFT in the appropriate grade is invaluable to the machinist wherever finish ranks high and tool wear needs effective counter measures.

*Had your copy of 'Cutting Fluids' yet?*

NUMBER THREE  
NUMBER SIX

# SWIFT

NUMBER TWELVE  
AND BASE

## Sulphurised Cutting Oil

*Cutting  
Fluids by*  
**FLETCHER  
MILLER LTD**

HEAD OFFICE & WORKS

**HYDE Nr. MANCHESTER ENGLAND**

Phone: HYDE 781 (5 lines) Grams: EMULSION, HYDE

SOUTHERN WORKS

SILVERDALE ROAD, HAYES, MIDDLESEX

MIDLAND WORKS


BILHAY STREET, WEST BROMWICH, S. STAFFS



Type A.30. Size O.  
A.C. Direct-Switching Contactor Starter.



**DONOVAN POINTS**

*on pressing button* 

Have you ever experienced the delight of pressing button 'B' in a telephone kiosk and getting somebody else's money back? If so you'll appreciate equally how the pressing of a Donovan Button sets into instantaneous motion the ingenious mechanism—the result of years of experience in the design of Electrical Control Gear.

'D' stands for 'Donovan' and also for **DEPENDABILITY**, as habitual Donovan 'button-pressers' confirm. So that to press button 'D', if not to get one's money back, is certainly to get one's money's worth.



# DONOVANS

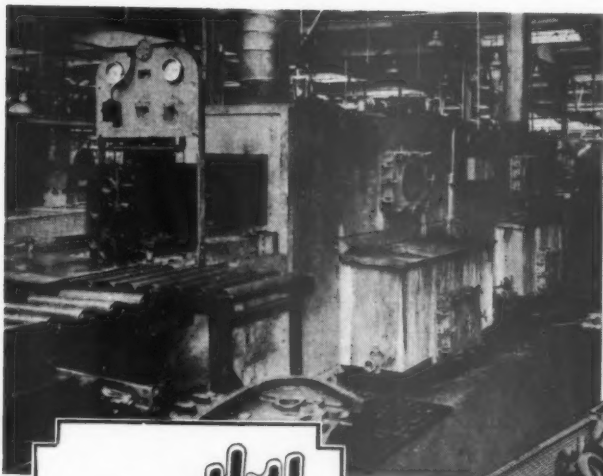
THE DONOVAN ELECTRICAL CO. LTD.  
BIRMINGHAM. 9

Phone—STECHESS 2277 (P.B.X.)

ELECTRICAL ENGINEERS AND  
STOCKHOLDERS

BRANNS — DONOVAN, BIRMINGHAM

## *Each cleaning problem studied individually*

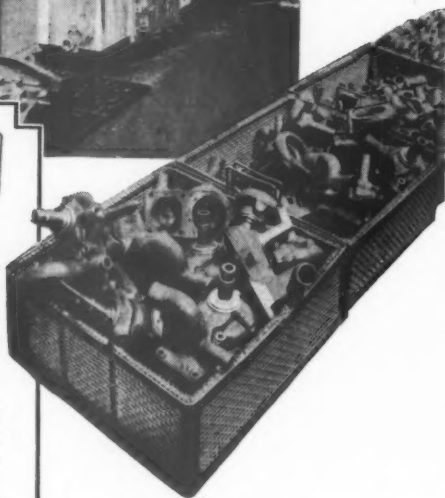


# Bratby

## INDUSTRIAL CLEANING MACHINES

This illustration shows  
a machine cleaning  
crank cases in the pro-  
duction line.

It is equally capable of  
cleaning small parts in  
baskets.



*Photographs by courtesy of "Machinery"*

*Sole Agents for Great Britain :*  
GEO. H. HALES MACHINE TOOL CO. LTD., Victor House, 1, Baker St., LONDON, W.1

*Designed and manufactured by :*  
BRATBY & HINCHLIFFE LTD., SANDFORD STREET, ANCOATS, MANCHESTER 4



CALLING ALL MANAGEMENTS!

What is Britain's  
biggest  
manufacture?

**STEAM**  
**COMES FIRST**

Almost every factory in Great Britain raises steam, for one purpose or another.

Yet, strangely enough, most managements have less detailed knowledge of their steam usage than of any other material they use or articles they produce. Many do not even know what they are paying for steam. They might have a shock if they did.

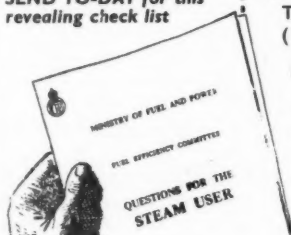
Coming nearer home, oughtn't you to know how much of your steam goes to power, how much to each process and—most important of all—how much mysteriously disappears without having done its

full quota of useful work? Oughtn't you to know, department by department, who uses your steam, and why, and whether the job couldn't be done equally well with less?

In a buyer's market every 1,000 lb. of steam you can save *helps you to keep prices competitive*. Why not start to make such saving? Why not—for a beginning—start looking round and asking pointed questions?

50 questions that point the way to really big savings of steam can be in your hands by return of post. Send for them to-day.

**SEND TO-DAY for this  
revealing check list**



----- CUT ALONG THIS LINE -----  
To the Ministry of Fuel and Power, Information Branch  
(113), 7, Millbank, London, S.W.1.

Please send me.....copies of "Questions for the Steam User."

NAME .....

FIRM OR ORGANISATION .....

ADDRESS .....

Issued by the Ministry of Fuel and Power

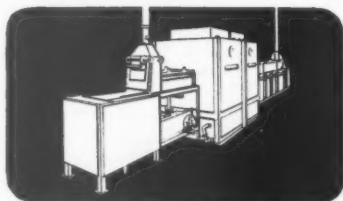
*how would you make this ?*



Would you use one of the complicated methods — casting, forging, welding, riveting or torch brazing—with its attendant cost and production problems?

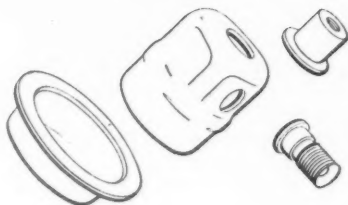
Or would you use the Birlec automatic copper brazing process by which an assembly of cheaply-produced pressings and capstan products becomes a finished component in a single, automatic furnace treatment?

With Birlec continuous brazing furnaces — needing only unskilled labour for the initial assembly operation — components, such as the filter body illustrated, are produced with clean finish, material saving, great strength and low cost. No other method possesses all these advantages.



**Write for descriptive literature.**

These illustrations show the two steel pressings and the two capstan products which are copper brazed together, in one operation, to form the complete filter body.

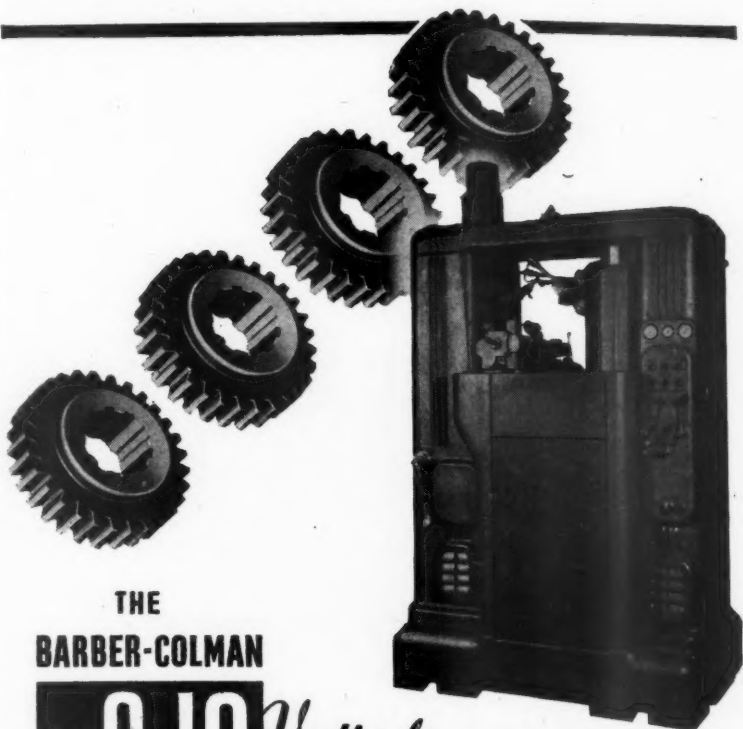


**BIRLEC LTD • ERDINGTON • BIRMINGHAM 24**

*In Australia: Birlec Limited, Sydney, N.S.W. In Sweden: Birlec-Elektrougnar AB, Stockholm*

## CONSISTENT ACCURACY WITH HIGH OUTPUT

• • • • is the primary advantage offered by the Barber-Colman 8-10 Vertical Hobber. This machine has a capacity of 8" diameter by 10" long and is designed for high speed production of spur and helical gears or splines. Extra heavy, rigid structure plus the accurate mounting of the hob on the tapered hob spindle ensures consistent accuracy while the machine maintains a high output. Simple centralized control is effected by "push button." A lever sets in motion the semi-automatic cycle, while a simple selector regulates the "8-10" to either climb or conventional cutting. Increases in hob life ranging up to 50% are achieved by fitting the new Barber-Colman 8-10 hob shifter.



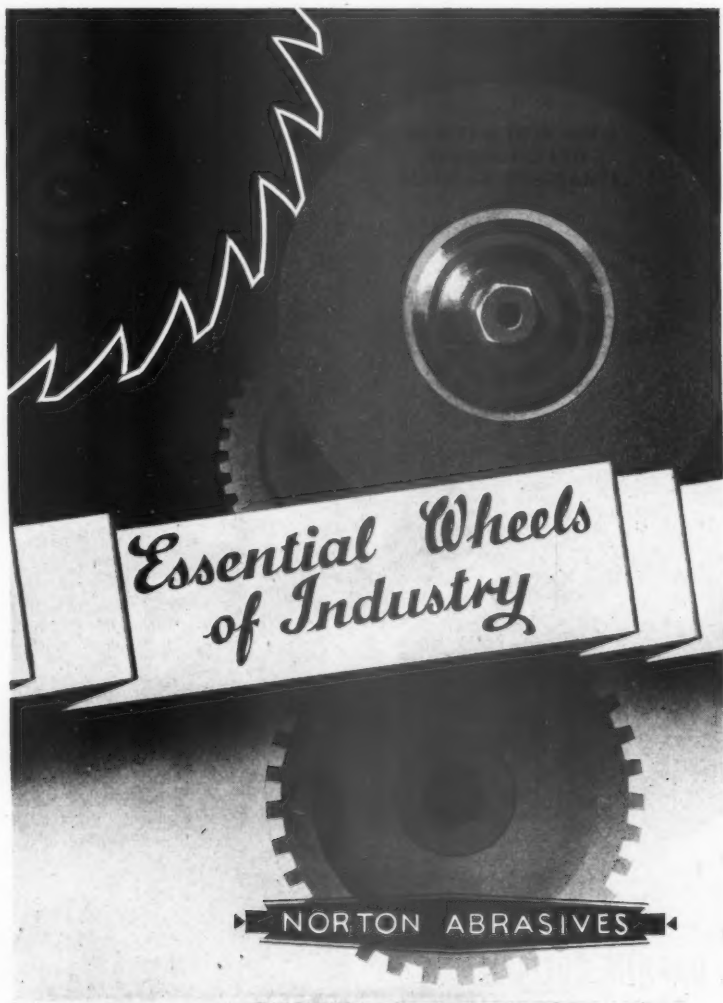
THE  
BARBER-COLMAN

NO **8-10**

*Vertical* HOBGING MACHINE

BARBER & COLMAN LTD., MARSLAND RD., BROOKLANDS, MANCHESTER  
Telephone : SALE 2277 (3 lines)

Telegrams : "BARCOL," SALE



## NORTON GRINDING WHEELS

*obtainable from*

**NORTON GRINDING WHEEL CO. LTD.**  
WELWYN GARDEN CITY, HERTS.

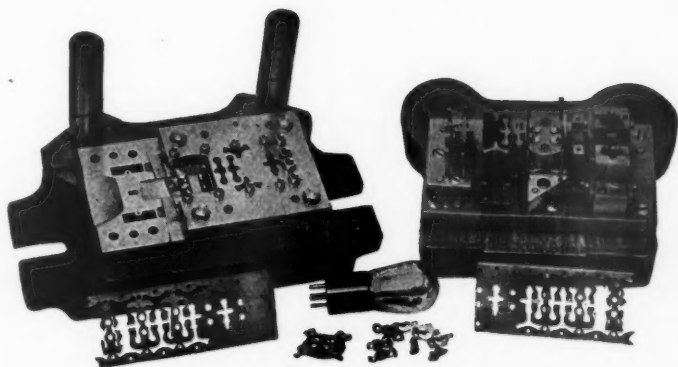
or

**ALFRED HERBERT LTD.**  
COVENTRY

ASSOCIATED COMPANIES  
IN SIX COUNTRIES

# PRESS TOOLS

## LARGE OR SMALL



We are SPECIALISTS in the  
DESIGN and MANUFACTURE  
of SIMPLE, COMPOUND, SUB-  
PRESS, and FOLLOW-ON TOOLS

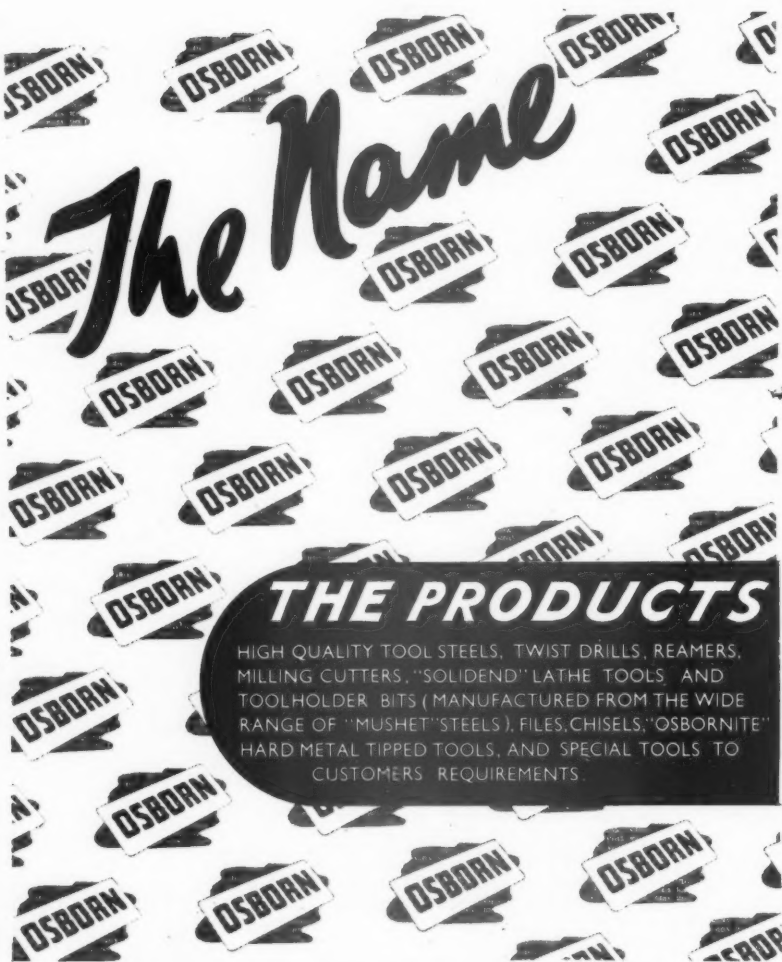
**ARNOTT & HARRISON LTD.**

*(Member of the Gauge & Tool Makers Association)*

**22, Hythe Road  
WILLESDEN**

*Telephone : LADbroke 3484-5-6*



The background of the advertisement is a repeating pattern of Osborn tool stamps. Each stamp is rectangular with a dark, irregular border and contains the word "OSBORN" in a bold, sans-serif font. The stamps are arranged in a staggered grid across the entire page.

# *The Name*

## **THE PRODUCTS**

HIGH QUALITY TOOL STEELS, TWIST DRILLS, REAMERS, MILLING CUTTERS, "SOLIDEND" LATHE TOOLS AND TOOLHOLDER BITS (MANUFACTURED FROM THE WIDE RANGE OF "MUSHET" STEELS), FILES, CHISELS, "OSBORNITE" HARD METAL TIPPED TOOLS, AND SPECIAL TOOLS TO CUSTOMERS' REQUIREMENTS.



**SAMUEL OSBORN & CO., LIMITED**  
**CLYDE STEEL WORKS**  
**SHEFFIELD**

**TELEPHONE 22 041**





# PRODUCTION INCREASED

up to

# 20%

when you install the

## 'AIRTRIP'

for safe, instant control of interlocking guards—a standard installation, manufactured by

### PRESS GUARDS LTD

and incorporating MAXAM Air Valves and Cylinders. Easily fitted, it gives speed and efficiency of working—increased output is assured.



Photograph by courtesy of Standard Telephones and Cables Limited

The "AIRTRIP" can be used on all presses up to 100 tons capacity. Operation is simple and infallible—depression of the pedal closes the guard and at the same time actuates the MAXAM Valve, which passes air to the MAXAM Air Cylinder to engage the clutch. This arrangement frees both hands of the operator and allows much

lighter operation of the foot pedal. Also, since there can be no attempt to engage the clutch until the guard is fully closed, failure of the clutch locking gear is completely avoided.

The "AIRTRIP" is designed to comply with H.M. Factory Departments Recommendations. Patents pending.



### PNEUMATIC EQUIPMENT

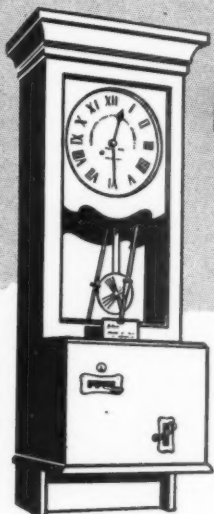
MAXAM Air Control Valves are available for many purposes, and for hand, foot, cam, electrical, mechanical or pressure actuation. MAXAM Air Cylinders range from  $\frac{1}{2}$ " to 20" dia. bores x any stroke.

### ENQUIRIES FOR 'AIRTRIP'

to Messrs. PRESS GUARDS LTD., 372-8 Farm Street, Hockley, Birmingham.

### ENQUIRIES FOR MAXAM

AIR VALVES AND CYLINDERS to THE CLIMAX ROCK DRILL & ENGINEERING WORKS LTD., 4 Broad Street Place, London, E.C.2.



# TIME is MONEY

The Gledhill-Brook Company was intimate with the early problems associated with the design and production of time recording machines, and was first in producing efficient electric impulse rec orders with accurate time-

keeping free from dependence on electric frequency or external influence. Wages and cost methods have a time basis—that is where we are concerned to help.

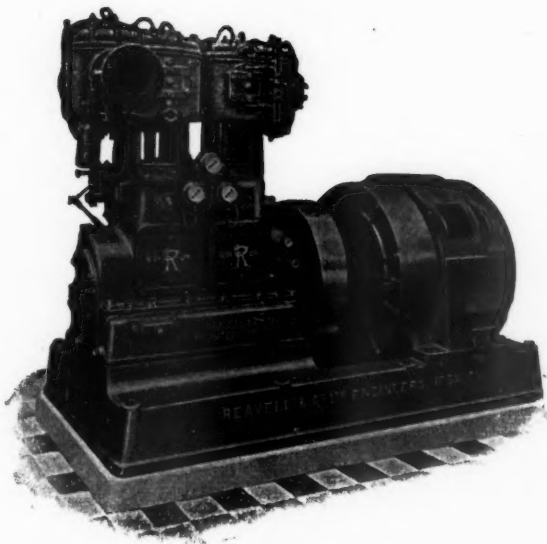
A large number of time recording models is now available covering most of the known needs for wages and labour cost control. One of industry's immediate needs is the reduction of waste—the waste of time that costs money.

# GLEDHILL-BROOK

## TIME RECORDERS

**GLEDHILL-BROOK TIME RECORDERS LIMITED**  
20 EMPIRE WORKS HUDDERSFIELD

# AIR COMPRESSORS



We have standard types for all capacities and pressures and can supply the most efficient and reliable machine for any duty.

**REAVELL & CO. LTD. - IPSWICH**

Telegrams: "Reavell, Ipswich."

Telephone Nos. 2124-5-6

---

# HIGH PERFORMANCE ON INTERMITTENT CUTTING.



Deloro STELLITE will stand up to the punishment of intermittent cutting on jobs where other tools rapidly disintegrate or burn. They need no special grinding technique, no heat treatment, remain hard at red heat and can be used to advantage with heavier feeds.

**DELORO STELLITE**  
CUTTING TOOLS  HARD-FACING ALLOYS

**DELORO STELLITE LTD., HIGHLANDS RD., SHIRLEY, BIRMINGHAM**  
TELEPHONE: SOLIHULL 2254/6      TELEGRAMS: STELLITE, B'HAM



**WATTS**  
ENGINEERS'  
*Precision* **BLOCK LEVELS**  
(SENSITIVITIES 0.001 in. AND 0.0005 in. PER 10 ins.)

Full particulars will be supplied upon request. Write for List J.I.P.E. 24.

**HILGER & WATTS LIMITED**

WATTS DIVISION • 48 ADDINGTON SQUARE • LONDON S.E.5 • Phone RODney 5441

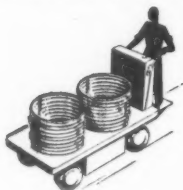


When "Electricars" go into action in a factory there's no need for strong men and no waste of valuable manpower on donkey-work. These sturdy, speedy works trucks make short work of short-haulage, yet they cost remarkably little to run and maintain.

May we send you details showing how "Electricars" can help in your production problem? Write to Crompton Parkinson Limited, Crompton House, Aldwych, W.C.2. Telephone: CHANCERY 3333.

## ELECTRICARS

*increase productivity*



# STOP WATCHES

For time and motion study, process control, production timing, and for a host of other occasions, a Stop Watch can give invaluable aid, but it must be accurate to a fine degree.

Stop Watches can be supplied in several standard patterns and also calibrated for special purposes; and all are backed by a comprehensive repair service. Each watch is individually examined and checked against a standard Chronoscope before despatch, and is guaranteed for 12 months.

For over a century and a half, Camerer Cuss have been renowned for accurate time-keepers of all kinds, clocks and watches.



Write for  
Illustrated  
Catalogue.

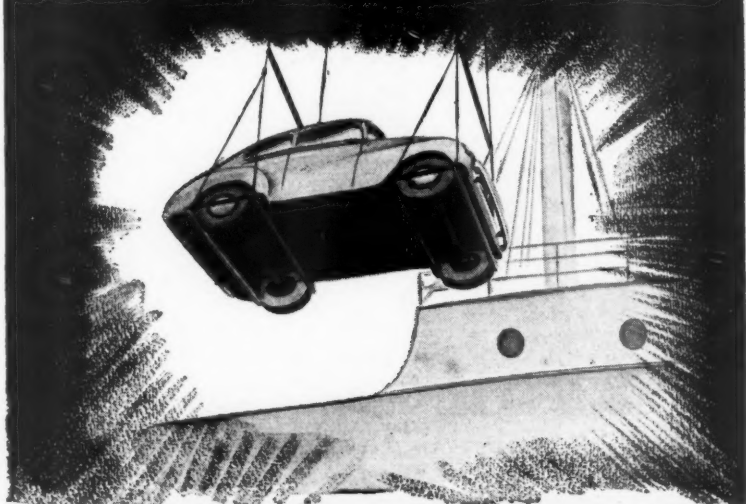
## CAMERER CUSS

Makers of Good Clocks & Watches since 1788  
NEW OXFORD STREET · LONDON · W.C.1

Also 91 Kingsway, W.C.2

**FOR  
TIME  
AND  
MOTION  
STUDY**

***DON'T EXPORT RUST & SCALE***



***FERROCLENE***  
REED.  
***FOR PRECISION PRODUCTS***

PRODUCTION PROVED PRODUCTS  
***SAC***

ELECTROLYTE WORKS, 9A LADBROKE GROVE, LONDON, W11  
 PHONE: PARK 6564-6969 & GRAMS: SUNANTICOR, PHONE, LONDON

**WRITE FOR ILLUSTRATED LITERATURE**  
**SPECIALISTS IN INTERMEDIATE METAL PROCESSING**

MV/IPE:1

## THESE LOOK LIKE REAL PUNCHES TO ME—

*No doubt of that—if you take Pryor punches and examine them you'll notice that each character is centrally located with perfectly uniform bevels.*

*Carefully heat treated and tested, they are nickel-plated to prevent rusting.*

*An attractive hardwood container makes selection of the right punch easy.*

*Priority punches combine all these features.*



# PRYOR MARKING DEVICES

EDWARD PRYOR & SON LTD. BROOM ST. SHEFFIELD

**NON-FERROUS CASTINGS**

Fully approved by Admiralty and A.I.D.

B108b

Our specialised knowledge is offered to you in the supply of Castings from a few ounces up to 5 tons—in

**PHOSPHOR BRONZE  
GUNMETAL  
MANGANESE BRONZE  
ALUMINIUM BRONZE**

(Tensile Strength 45 tons per sq. in.)

ALSO

Light Alloy Castings • 'BIRSO' Chill-Cast Rods and Tubes Centrifugally-Cast Worm-Wheel Blanks • Ingot Metals Phosphor Copper • Phosphor Tin • Precision Machined Parts Finished Propellers Etc.

**T. M. BIRKETT & SONS, LTD.**  
HANLEY STAFFS.

Phone: Stoke-on-Trent 2184-5-6  
Grams: Birkett, Hanley

in  
association  
with

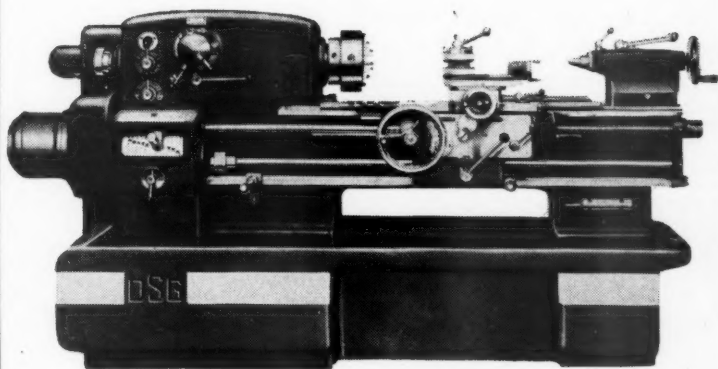
**BILLINGTON & NEWTON LTD.**  
LONGPORT STAFFS.

Phone: Stoke-on-Trent 87303-4 & 88147  
Grams: Bronze, Phone, Longport



# For High Class Production or Toolroom Work

## *TYPE 13*



13" SWING PRECISION LATHE.

*from our*  
*New Range*  
*13" to 30" Swing*

Flanged Vee Rope Motor Drive  
Self-Adjusting Clutch  
Middle Bearing to Spindle  
Final Drive to Spindle by Vee Ropes  
Patent "Fastlock" Spindle Nose  
Wide Range of 12 Spindle Speeds  
Wide Range of Threads

CATALOGUE and  
PARTICULARS on request

**Dean SMITH & Grace Ltd**  
THE LATHE PEOPLE  
KEIGHLEY ENGLAND

## Perfect Angle Control

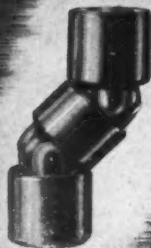
The exclusive Abwood Chip Breaker Grooving attachment . . . constant centre height to grinding point at all angles . . . these are only two features of the Abwood Concentre Machine. A Precision Machine for grinding and lapping Carbide tipped tools or accurate grinding of high speed steel tools, with perfect angle control.



## THE ABWOOD 'CONCENTRE' CARBIDE TOOL GRINDER

THE ABWOOD TOOL & ENGINEERING CO. LTD. Princes Road, Dartford, Kent. Tel.: Dartford 2258/5

## ESSEX BRITISH MADE UNIVERSAL JOINTS



ON ADMIRALTY, WAR OFFICE  
AND AIR MINISTRY LISTS

*Price lists on application.*

THE MOTOR GEAR & ENGINEERING CO. LTD.

ESSEX AND CORONA WORKS • CHADWELL HEATH • ESSEX • Phone Seven Kings 3456


**DOUGLAS AND MACADIE**

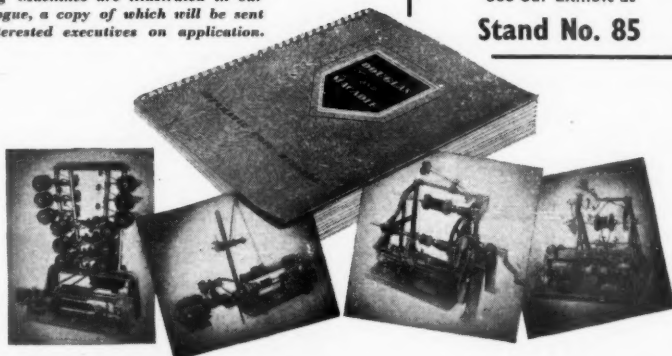
## *Automatic* **COIL WINDERS**

The large illustration depicts the new improved "Douglas" Fully Automatic Multi-Winder, specially developed for the high-speed production of large quantities of coils with or without paper interleaving. It will produce round, square or rectangular coils up to 6" each in length and up to  $4\frac{1}{2}$ " diameter. As many as 12 smaller coils can be wound simultaneously within the total available winding length of 12 inches, at headstock speeds of between 600 and 2,000 r.p.m.

Twenty-two different Coil Winders and Taping Machines are illustrated in our Catalogue, a copy of which will be sent to interested executives on application.

**RADIOLYMPIA Sept. 28-Oct. 8**

See our Exhibit at  
**Stand No. 85**



Sole Proprietors and Manufacturers :

**The AUTOMATIC COIL WINDER & ELECTRICAL EQUIPMENT CO., LTD.**  
WINDER HOUSE • DOUGLAS STREET • LONDON • S.W.1 Telephone: VICTORIA 3404/9

*For Your Bookshelf . . .*

★  
**Ready Shortly!**

## The Factory

By Dr. Georg Schlesinger.  
The author is an expert of international standing and one of the most sought-after consultants on production engineering. This new book is an exhaustive guide to the organization and administration of a modern factory and should certainly be read by every production engineer, works manager, and industrial executive.

Price 70/- net.

★  
**Thread Grinding  
and Measurement**

By A. C. Parkinson, A.C.P.(Hons.), F.Coll.H., F.I.E.D., etc., and W. H. Dawney, A.M.I.E.I., A.M.I.E.C.E. An up-to-date work for all concerned with precision thread grinding and inspection. With 127 illustrations, and useful reference tables. 21/- net.

**Electronics in the Factory**

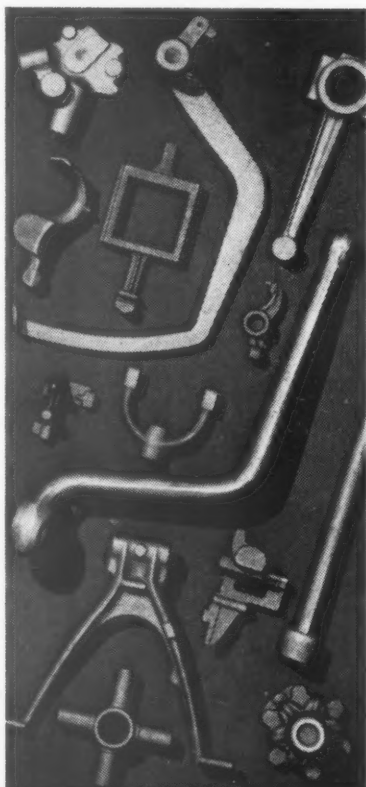
Edited by Professor H. F. Trewman, M.A.(Cantab.) M.I.Mech.E., M.Brit. I.R.E., Principal and Managing Director, E.M.I. Institutes, Ltd. A survey of the numerous applications of electronics in modern industry. Illustrated. 20/- net.

**Engineering Tolerances**

By H. G. Conway, M. A., A.M.I.Mech.E., F.R.Ae.S. A comprehensive study of the subject, with full tables of all recognized and published tolerance systems. Over 100 illustrations. 30/- net.

Published  
by **Pitman**

Parker Street, Kingsway, London, W.C.2



DEEP FORGINGS OF QUALITY  
CLEAN AND ACCURATE  
IN ALLOY AND CARBON STEELS

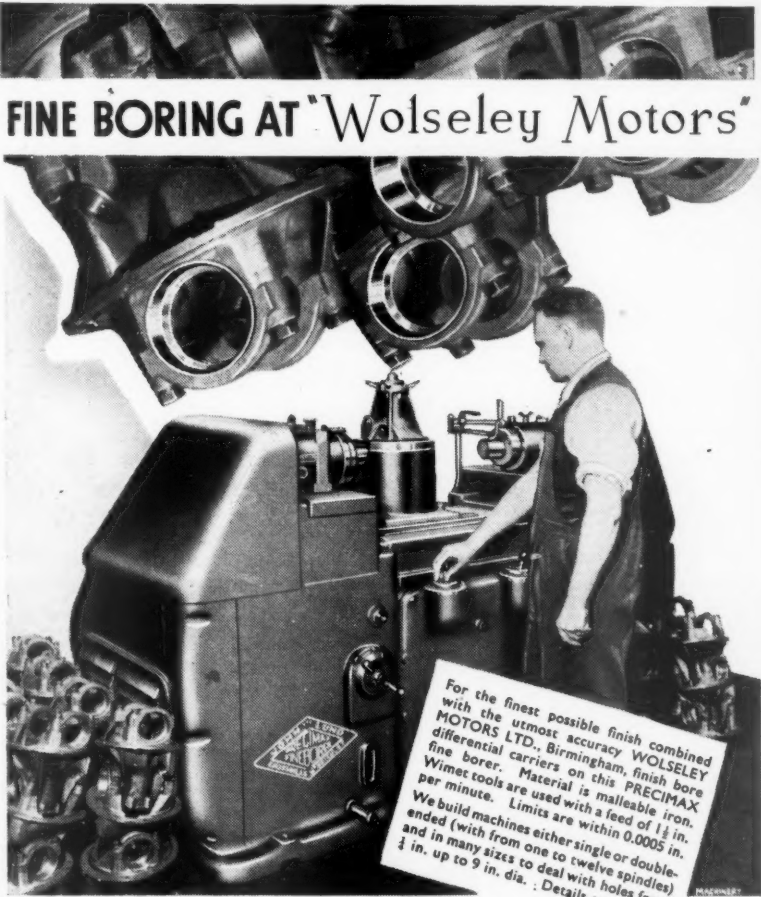
Made by

**GEORGE MORGAN LTD.**

SELLY OAK  
BIRMINGHAM 29

Telegrams:  
Mulforg

Telephone:  
SELLY Oak 1156  
(4 lines)



## FINE BORING AT "Wolseley Motors"

For the finest possible finish combined with the utmost accuracy WOLSELEY MOTORS LTD., Birmingham, finish bore differential carriers on this PRECIMAX fine borer. Material is malleable iron. Wimet tools are used with a feed of  $1\frac{1}{2}$  in. per minute. Limits are within 0.0005 in. We build machines either single or double-ended (with from one to twelve spindles) and in many sizes to deal with holes from  $\frac{1}{2}$  in. up to 9 in. dia. Details on request.

**PRECIMAX**  
*Fine Boring Machines*

JOHN LUND LTD., CROSSHILLS, KEIGHLEY, YORKS

# FOR RELIABLE METAL CASTINGS

SPECIFY



REGISTERED TRADE MARK

Engineering & Marine Exhibition, Olympia, London  
— 25th August to 10th September, 1949 —  
Stand 14 • Row J • Ground Floor • Grand Hall

**The Technically Controlled Castings Group**  
18 ADAM STREET, LONDON, W.C.2.

LAKE & ELLIOT, LTD., BRAINTREE • SHOTTON BROS., LTD., OLDBURY  
S. RUSSELL & SONS, LTD., LEICESTER • HENRY WALLWORK & CO., LTD., MANCHESTER  
ALEX. SHANKS & SON, LTD., ARBROATH • JOHN WILLIAMS & SONS (CARDIFF) LTD

## ADAM *Complete* CAM SERVICE

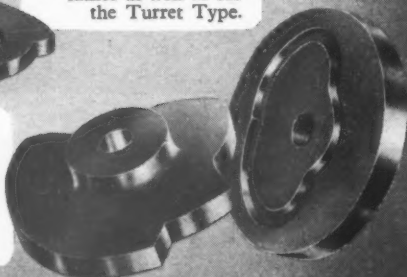


### CAMS and TOOLS

At your command—  
a Complete service  
for all single spindle  
Swiss-Type automatic  
lathes as well as for  
the Turret Type.

### EDGE and GROOVE PLATE CAMS

Also contour profiling  
on small arms details,  
aero-engine compo-  
nents, etc.



**ADAM** *Machine Tool Company Limited*  
ACHE WORKS • WAVERLEY ROAD • ST. ALBANS • HERTS  
Telephone: St. Albans 95 Grams: Adamatic-St. Albans

TAYLOR 2787



## Weld 14 studs *while drilling and tapping 1*

How do you fix studs to steel? By drilling and tapping, the old slow, expensive way, or by Nelson stud welding, the way that's 14 times faster? It's done with a gun; easy to handle, absolutely safe, almost entirely automatic and powered by a standard generator. Just load the gun, hold it in place, then press the trigger and the equipment does the rest. It cuts costs, saves time and makes every weld precise and uniform.

Nelson special flux-filled studs take many shapes, replacing bolts, rivets and pins. When there's a job of fastening to steel, there's money and time to be saved with the Nelson gun. Find out more about it by sending today for the Nelson Brochure.



## **NELSON.** **STUD WELDING SERVICE**

See a practical demonstration at **STAND 5, ROW W, (Ground Floor) Engineering & Marine Exhibition, Empire Hall, Olympia. Aug 25—Sept 10**

**CROMPTON PARKINSON LIMITED**  
**CROMPTON HOUSE, ALDWYCH, W.C.2.**

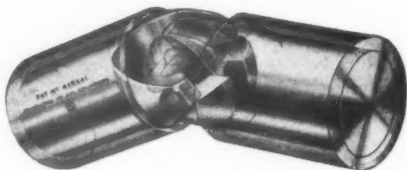




## Patent UNIVERSAL BALL JOINTS

For all types of remote control, accessory drives, etc.  
Efficiency 98% maximum, 92% minimum N.P.L. certified.  
The lightest most compact joint made.

- ONLY THREE WORKING PARTS
- FORKS SOLID WITH JOINT HALVES
- HARDENED AND GROUND WORKING FACES
- LARGE BEARING SURFACES
- SHROUDED FORKS GIVE MINIMUM DEFLECTION
- 9 SIZES. BORED FOR SHAFTS RANGING FROM  $\frac{1}{4}$  in. TO  $1\frac{1}{8}$  in. DIAMETER



WE ALSO MANUFACTURE HOOKE'S TYPE UNIVERSAL JOINTS IN THE SAME RANGE OF SIZES

*The*

**MOLLART**  
ENGINEERING CO. LTD.

PRECISION ENGINEERS  
KINGSTON-BY-PASS  
SURBITON · SURREY  
ELMbridge 3352/3/4/5  
Grams : Precision, Surrey



**PRESS TOOLS**

**MOULDS**

**AND JIGS**

*Universal Tools* LTD

TRAMWAY PATH  
MITCHAM  
SURREY

Phone : Mitcham 1624-5-6.



# MILLS Precision GROUND BARS

Supplied in Ordinary or Ledloy qualities,  
in Mild Steel, Free Cutting, Case  
Hardening, Free Cutting Case  
Hardening, 30° Carbon,  
40° Carbon, etc.,  
etc.

LIMITS DOWN TO  
·00025"

SIZES 1" to 6" diameter

## STOCKHOLDERS

### LONDON

Brown Bros. Ltd.  
Bark & Hickman Ltd.  
Farnor, Stead & Co.  
Mosses Ltd.  
W. & C. Tupole Ltd.

### BELFAST

Kennedy & Harrison Ltd.

### BIRMINGHAM

Charles Wade & Co., Ltd.

### BRISTOL

Geddes, Warren & Co., Ltd.

### GLASGOW

John & Charles Murray

### HULL

Powers Ltd.

### KEIGHLEY

John W. Laycock Ltd.

### LIVERPOOL

Powers Ltd.

### MANCHESTER

Adrian Simpson Ltd.

### NEWCASTLE-UPON-TYNE

W. Gilroy & Co., Ltd.

### NORTHAMPTON

A. H. Allen & Co., (Engs.) Ltd.

### NOTTINGHAM

Associated Engineering & Electrical  
Supplies Co. Ltd.

# EXORS OF JAMES MILLS LTD

BREDBURY STEEL WORKS AND ROLLING MILLS

WOODLEY · Near STOCKPORT · ENGLAND

TELEPHONE WOODLEY 2231 (10 LINES)

TELEGRAMS "MILLS" PHONE WOODLEY



When any name becomes famous there is usually good reason for it. So it is with Talbot Stead. The experience of thousands of users, over many long years, has shown that Talbot Stead products are unvaryingly reliable in their quality and craftsmanship.

The production includes solid drawn seamless steel tubes, fabricated and manipulated, bright drawn and turned steel bars for all purposes . . .

## TALBOT STEAD

A  COMPANY

TALBOT STEAD TUBE CO. LTD. GREEN LANE. WALSALL

**PETCO**  
**INVITE YOU to**  
**Have waste solvents tested Now!**

We put at your disposal, the most competent industrial chemists, backed by a fully equipped laboratory, that are available to the industry today. Send us a small (one gallon) sample of your waste solvent, together with the fullest information of its composition and weekly quantity available for recovery. In the matter of a few days, we will advise you, without obligation, exactly what we can do to solve your waste recovery problem.

• *Manufacturers of the Amazing*  
**SOLVENT RE-REFINER**

*OUTPUT OF ABOUT 9 GALLS PER HOUR at 3¢ PER GALLON*

also the **NEW Vapour DEGREASER**



**PETROLEUM  
 ENGINEERING  
 & TRADING CO. LTD**

**GRAFTON STREET  
 HIGH WYCOMBE Bucks**

**TEL: HIGH WYCOMBE 130**

3

**DIRECT READING TO  
2 SECONDS OF ARC**

# IMPORTANT FEATURES

The table incorporates an entirely new system for reading the scale, which not only increases the accuracy with which the table can be set but entirely obviates the tendency to eye-strain and fatigue which sometimes arises after prolonged observation of scale readings through a microscope.



Other features:—(1) Re-designed Meehanite body giving increased strength; (2) A worm and wheel 2-speed hand drive, which can be disengaged. This drive enables a variety of light milling operations to be carried out with a degree of accuracy hitherto most difficult to achieve; (3) Scale can be pre-set enabling operator to set table for the next setting whilst work is proceeding on the previous setting.

The new table can be used with Jig Boring Machines, Precision Milling Machines or wherever highly accurate rotary indexing is required.

**OMT**

## 16" projection type ROTARY TABLE

OPTICAL MEASURING TOOLS LTD

**NEWALL**

ALL ENQUIRIES TO NEWALL GROUP (SALES) LTD PETERBOROUGH TEL 3227-8-9

Sole Agents for Scotland:— John S. Lang & Co. Ltd., 257-261, Eglinton Street, Glasgow, E.5 01/45

# Automatic Feeds for any Press

CONSULT

# HUMPHRIS

THE PRESS EXPERTS

HUMPHRIS AND SONS LTD · 94 PARK ROAD · PARKSTONE · DORSET

14461A



*The best known name  
in fire-protection*

Appliances for every fire-risk including :

SPECIAL LIQUIDS · SODA-ACID · CHEMICAL FOAM  
MECHANICAL FOAM · C.O.<sub>2</sub> · AUTOMATIC  
INSTALLATIONS · GENERAL FIRE APPLIANCES

**THE PYRENE COMPANY LIMITED**

Sales & Service Departments :

9, Grosvenor Gardens, London, S.W.1

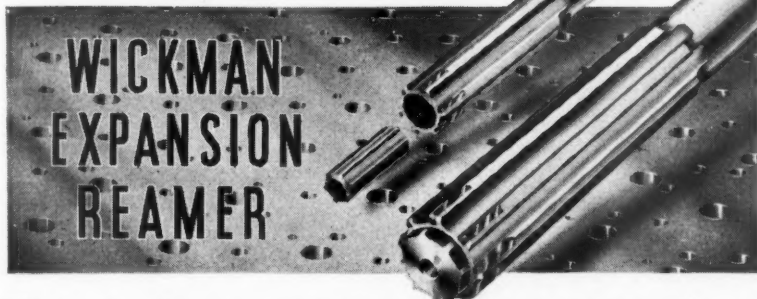
Tel. : VICToria 3401

Head Office & Works :

Great West Road, Brentford

Tel. : EALing 3444

## 3,000 holes, the last as perfect as the first - with one



*This is the experience of actual users . . .*

**Wimet**  
KNOW HOW

### HOW THE REAMER IS ADJUSTED



The Wickman expansion reamer is adjusted by simply tapping in a serrated plug with a copper-faced hammer. This plug extends  $\frac{1}{16}$  in. from the body, giving approximately 0.004 in. expansion on diameter without replacement of the plug.

The body of the reamer is solid, thus providing rigidity with accurate reaming, better finish, absence of chatter and longer life between regrinds.

Previously, the best output obtained with conventional reamers never exceeded 150 holes per regrind, with progressive loss of size throughout.

Wickman Expansion Reamers not only produce more per regrind, they can also be expanded and reground to exact original size, time and time again.

The secret lies in the inserted Wimet Tungsten Carbide blades, which, combined with Wickman Expansion Reamer principle, ensures a precision tool that steps-up production and outlives countless solid reamers.

"THE WIMET AGE", a 16 m/m instructional sound film on the Application of Tungsten Carbide Tools is now available for exhibition in Engineering Works, Technical Colleges, etc. Please write for details.

**Wickman**  
for



A · C · WICKMAN LTD · COVENTRY · ENGLAND  
LONDON · BRISTOL · BIRMINGHAM · MANCHESTER  
LEEDS · GLASGOW · NEWCASTLE · BELFAST

**Wimet**  
TUNGSTEN CARBIDE

**PRECISION  HAND TOOLS**




MANUFACTURED BY  
**MOORE & WRIGHT SHEFFIELD LTD**  
 AT BRITAIN'S TOOL FACTORY

MEMBERS OF THE GAUGE AND TOOL MAKERS ASSOCIATION

For Gauges, Taps and  
all Precision Tools.  
Ensures maximum  
degree of accuracy  
after hardening.

**NON-SHRINK  
 PITHO  
 OIL-HARDENING  
 STEEL**



Steel  
Makers  
since  
1776.

SANDERSON BROTHERS & NEWBOULD LTD      SHEFFIELD, ENGLAND.



*Don't* **FRET ...**

... don't fret over your intricate moulding problems. This is just one further example of the delicacy accomplished by Injection moulding. Get in touch with us to-day. The more difficult it is, the more we like it!

QUOTATIONS 'BY RETURN OF POST

*You can rely on*  
**PUNFIELD & BARSTOW**  
*(Mouldings) Ltd.*



BASIL WORKS,  
 WESTMORELAND ROAD, QUEENSBURY, LONDON, N.W.9  
 'Phone : COLindale 7160 & 7956. 'Grams : "Punfibars, Hyde, London."

**SOME OF OUR SATISFIED CUSTOMERS**

Aladdin Industries Ltd.  
 Champion Electric Corporation  
 E. K. Cole Ltd.  
 Crystal Products Ltd.  
 Decca Navigator Co. Ltd.  
 General Electric Co. Ltd.  
 Lightning Fasteners Ltd.  
 Newey Bros. Ltd.  
 Plessey Co. Ltd.  
 Pye Ltd.  
 Reeves & Sons Ltd.  
 Simmonds Aerocessories Ltd.  
 Slazengers Ltd.  
 S. Smith & Sons (England) Ltd.  
 Wilmot-Bredden Ltd.  
 Yard-o-led Pencil Co. Ltd.

**FOR INJECTION MOULDINGS**



## INDEX TO ADVERTISEMENTS

	Page		Page
Abwood Tool & Engineering Co. Ltd. ....	LVii	Lang, John, & Sons, Ltd. ....	—
Acheson Colloids, Ltd. ....	—	Linread, Ltd. ....	—
Adam Machine Tool Co., Ltd. ....	Lxi	Lloyd, Richard, Ltd. ....	Xvi
Ajax Machine Tool Co., Ltd. ....	—	Lund, John, Ltd. ....	Lx
Arnott & Harrison, Ltd. ....	XLvi		
Automatic Coil Winder and Electrical Equip- ment Co. Ltd. ....	LViii	Marton Air Equipment Ltd. ....	xix
		Mercer, Thos., Ltd. ....	xiii
Barber & Colman, Ltd. ....	XLiv	Ministry of Fuel and Power ....	XLii
Benton & Stone, Ltd. ....	—	Mollart Engineering Co., Ltd. ....	LXiii
Birkett, T. M., & Sons, Ltd. ....	LV	Moore & Wright (Sheffield) Ltd. ....	LXix
Birlec, Ltd. ....	XLiii	Morgan, George, Ltd. ....	Lix
Birmingham Aluminium Casting (1903) Co., Ltd. ....	—	Motor Gear & Engineering Co., Ltd. ....	Lvii
Bratby & Hinchliffe, Ltd. ....	XLi	McKechnie Bros. Ltd. ....	—
British Steel Founders' Association ....	x	Mycalex Co. Ltd., The ....	—
British Tyre & Rubber Co., Ltd. ....	XXXvi		
Brooke Tool Manufacturing Co. Ltd., The ....	XXii	Newall, A. P., & Co., Ltd. ....	xi
Broom & Wade Ltd. ....	XXiv	Newall Group Sales Ltd. ....	LXvi
Bull Motors, Ltd. ....	—	Norton Grinding Wheel Co., Ltd. ....	XLv
Burton, Griffiths & Co. Ltd. ....	xv		
		Osborn, Samuel & Co., Ltd. ....	XLvii
Camerer Cuss & Co. ....	Liii		
Catmur Machine Tool Corporation, Ltd. ....	XXXii	Parkinson, J., & Son (Shipley) Ltd. ....	iv
Churchill, Charles & Co., Ltd. ....	—	Parsons Chain Co. Ltd. ....	—
Cincinnati Milling Machines, Ltd. ....	XXXv	Petroleum Engineering & Trading Co., Ltd. ....	LXv
Climax Rock Drill and Engineering Works, Ltd. ....	XLviii	Pitman, Sir Isaac, & Sons, Ltd. ....	Lix
Coventry Gauge & Tool Co., Ltd. ....	XLviii	Pitter Gauge & Precision Tool Co. Ltd. ....	—
Craven Bros. (Manchester) Co., Ltd. ....	—	Protolite, Ltd. ....	—
Crompton Parkinson, Ltd. ....	Liii, LXii	Pryor, Edward, & Son, Ltd. ....	LXv
		Pultra, Ltd. ....	—
Dawson Bros., Ltd. ....	XXviii	Punfield & Barstow (Mouldings) Ltd. ....	LXX
Dean, Smith & Grace, Ltd. ....	Lvi	Pyrene Co. Ltd., The ....	LXvii
De Havilland Aircraft Co. Ltd., The ....	—		
Delors Stellite Ltd. ....	Li	Quasi-Arc Co. Ltd., The ....	—
Donovan Electrical Co., Ltd. ....	XL		
Drummond Bros., Ltd. ....	Xvii	Reavell & Co., Ltd. ....	L
		Remington Rand Ltd. ....	vii
E.M.B. Co., Ltd. ....	—	Rockwell Machine Tool Co. Ltd. ....	vi
English Electric Co. Ltd., The ....	—		
Exors. of James Mills, Ltd. ....	LXiv	Sanderson Bros. & Newbould, Ltd. ....	LXix
		Sheffield Twist Drill & Steel Co., Ltd., The ....	XX
Fescol, Ltd. ....	—	Sterling Metals Ltd. ....	iii
Firth, Brown Tools Ltd. ....	viii	Sunbeam Anti-Corrosives, Ltd. ....	Liv
Flame Hardeners Ltd. ....	—	Swift, Geo., & Son, Ltd. ....	—
Fletcher Miller Ltd. ....	XXXix	Sykes, W. E. Ltd. ....	XXXiii
Gill, Samuel & Sons (Engineers) Ltd. ....	XXvii	Talbot-Stead Tube Co. Ltd. ....	LXv
Gledhill-Brook Time Recorders Ltd. ....	XLix	Taylor & Jones, Ltd. ....	—
G.P.A. Tools & Gauges, Ltd. ....	XXix	Technically Controlled Castings Group, The ....	Lxi
Guyley, Frank, & Son, Ltd. ....	Inside Back Cover	Tecnaphot, Ltd. ....	—
		Timbrell & Wright, Ltd. ....	—
Harris, John, Tools Ltd. ....	xii	Towler Bros. (Patents) Ltd. ....	XXvi
Harrison, T. S., & Sons, Ltd. ....	—	Triefus & Co. Ltd. ....	Inside Front Cover
Hendry, James, Ltd. ....	—	Tyne Truck & Trolley Co. Ltd. ....	—
Herbert, Alfred, Ltd. ....	XXXvii, XXXviii		
Hilger & Watts, Ltd. ....	Lii	Unbrako Socket Screw Co., Ltd. ....	—
Holman Bros. Ltd. ....	Back Cover	Universal Tools, Ltd. ....	LXiii
Hoover, Ltd. ....	XXv		
Hordern, Mason & Edwards, Ltd. ....	—	Van Moppes & Sons (Diamond Tools) Ltd. ....	—
Hughes, F. A., & Co., Ltd. ....	—	Vaughan, Edgar, & Co. Ltd. ....	xiv
Humphris & Sons Ltd. ....	LXvii		
		Ward, H. W., & Co., Ltd. ....	v
Imperial Smelting Corporation, Ltd. ....	XXXiv	Ward, Thos., W., Ltd. ....	XXxi
		Wickman, A. C., Ltd. ....	ix, LXviii
Johansson, C. E., Ltd. ....	—	Williams & James (Engineers) Ltd. ....	—
		Wild Barfield Electric Furnaces Ltd. ....	—
Keelavite Rotary Pumps & Motors, Ltd. ....	XXi	Wolverhampton Die Casting Co., Ltd. ....	XXxiii
King, Geo. W., Ltd. ....	XXX		
		Zinc Alloy Die Casters Association ....	—



Page

—  
—  
xvi  
LX  
  
xix  
xiii  
XLii  
Lxiii  
LxiX  
Lix  
LVii  
—  
—  
  
xi  
LXvi  
XLV  
  
XLvii  
  
iv  
—  
LXV  
Lix  
—  
—  
LXV  
—  
LXX  
LXvii  
  
—  
  
L  
viii  
vi  
  
LxiX  
XX  
iii  
LIV  
—  
XXxi  
  
LXV  
—  
Lxi  
—  
—  
xxvi  
nt Cover  
—  
  
—  
Lxiii  
  
—  
xiv  
  
v  
XXXi  
LXviii  
—  
—  
XXiii  
  
—



# 'ARCHER'

## TAPPING ATTACHMENTS



### "ARCHER" AUTO-REVERSE FRICTION DRIVE TAPPING ATTACHMENT

THE IMPROVED "ARCHER" tapping attachment is a PRECISION TOOL, all components subject to considerable wear are of finest steel, hardened and ground. The design and workmanship make the "ARCHER" tap-per mechanically superior to all others. It does more and better work, and lasts longer. A Depth Gauge is fitted which can be reliably set for Blind

Holes, or accurate depth tapping,

**FRICTION DRIVE.** The drive is by friction mechanism operated by means of a dog clutch and hardened lugs on to multiple friction washers. The location of friction drive is below the gears which protect the gears from damage when overstrain is applied to tap.

ASK FOR LIST NO. 105

### "ARCHER" FRICTION DRIVE TAPPING CHUCK

Fitted with specially designed DUPLEX Tap Chuck.

Top Jaws for positive drive on Tap Squares.

Lower Jaws for centring Tap Shank.

Both attachments made in three sizes up to 3 in. Whit. capacity.



*Eliminates Tap Breakages*

ADJUSTABLE FRICTION DRIVE TO  
SUIT SIZE OF TAP AND MATERIALS



**SPECIAL FEATURES.** Suitable for tapping either Open or Blind Holes. Will work in Horizontal or Vertical position. Standard Fitter's hand Taps are used.

# FRANK GUYLEE & SON

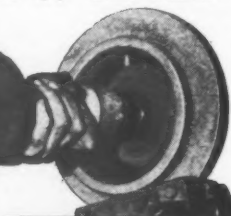
'ARCHER' TOOL WORKS, Ltd.  
MILLHOUSES · SHEFFIELD, 8

"Give me a Holman  
Rotogrind  
every time"

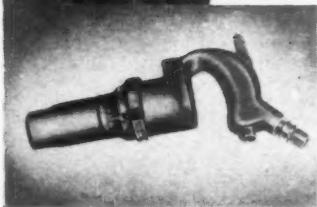


No matter what the job—whether it's grinding, fettling, cleaning, smoothing welds, die dressing or loco rod grinding—you can depend on a Holman Rotogrind to earn its keep. Every tool in the range is powered by a smooth-running vane-type air motor and requires very little attention on beyond weekly lubrication. Like all Holman Pneumatic Tools the Rotogrind Series are easy to handle and economical in use. Full particulars of performance and applications available on request.

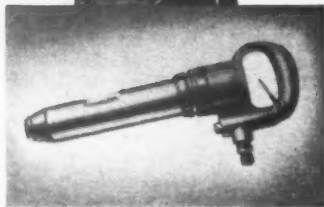
*Size 2 Rotogrind—suitable for internal grinding, cleaning castings, etc. The range also includes precision grinding and heavy-duty types. "Straight" and "grip" handles available.*



H.25



*Pneumatic Hammer for chipping and caulking. Construction and action similar to riveters, and similar range in handles. Weight from 7½ lbs. to 13½ lbs.*



*Riveter. Weight from 12½ lbs. to 19½ lbs. Available with open or closed handle, inside or outside trigger, and usual snaps.*

**BROS. LTD.**  
**Holman**  
**CAMBORNE . ENGLAND**

TELEPHONE: CAMBORNE 2275 (7 LINES)  
TELEGRAMS: AIRDRILL, CAMBORNE  
SUBSIDIARY COMPANIES, BRANCHES AND  
AGENCIES THROUGHOUT THE WORLD

*The first name for lasting service*

**All communications regarding advertisements should be addressed to the Advertising Managers, T. G. Scott & Son, Ltd., Talbot House, 9, Arundel Street, London, W.C.2. Phone: Temple Bar 1942. Printed by Maxwell, Love & Co., Ltd., Bradley's Buildings, White Lion Street, London, N.4.**

